



WILLIAM T FUJIOKA
Chief Executive Officer

County of Los Angeles CHIEF EXECUTIVE OFFICE

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November 13, 2007

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**DEPARTMENT OF PUBLIC WORKS:
RUBEN INGOLD SLOPE STABILIZATION AND TRAIL IMPROVEMENT PROJECT
WINDSOR/BALDWIN HILLS AREA
CERTIFY FINAL MITIGATED NEGATIVE DECLARATION AND
MITIGATION MONITORING PLAN AND APPROVE YOUTH EMPLOYMENT PLAN
SPECS. 5494 AND 6824; C.P. 69199 AND 86896
(SECOND DISTRICT) (3 VOTES)**

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Mitigated Negative Declaration for the Ruben Ingold Slope Stabilization and Trail Improvement project together with any comments received during the public review process; find on the basis of the whole record before the Board that there is no substantial evidence the project will have a significant effect on the environment; find that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Board, and adopt the Final Mitigated Negative Declaration and Mitigation Monitoring Plan for the project.
2. Find that with the implementation of the Mitigation Monitoring Plan, the project has no significant effect on fish and wildlife, and authorize the Director of Public Works to complete and file a Notice of Determination along with processing and Department of Fish and Game fees of \$1,850 for the project with the Registrar Recorder/County Clerk.
3. Approve the revised project budget of \$2,734,000 for the Ruben Ingold Slope Stabilization and Trail Improvement project.

Board of Supervisors
GLORIA MOLINA
First District

YVONNE B. BURKE
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

4. Approve the Youth Employment Plan.
5. Authorize the Director of Public Works to proceed with construction and delivery of the project.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended actions is to comply with the California Environmental Quality Act (CEQA) by adopting the Final Mitigated Negative Declaration and Mitigation Monitoring Plan (Attachment C) and allow Public Works to proceed with construction and completion of the project.

Ruben Ingold Park is located at 4400 Mount Vernon Drive in the Windsor/Baldwin Hills area. The proposed project combines the slope stabilization and trail improvements projects into a single, integrated project.

Under the combined project, approximately 10,000 cubic yards of soil will be removed, imported, and/or recompacted and a soil key will be constructed to stabilize two locations of the slope below Ruben Ingold Park. Shrubs and trees will be removed and replaced with drought-tolerant vegetation that is compatible with the slope repair.

The project will also include Americans with Disabilities Act improvements at the entrance locations and drinking fountains, installation of an exercise course, replacement of park lighting, and the replacement of park benches.

Sustainable Design Program

Trail improvements at the park will include sustainable design elements such as replacement of the cracked and uneven asphalt jogging path with a resilient surface composed of recycled rubber and recycled materials for support, as well as replacement of safety rails surrounding the park with recycled composite material. The landscaping will be replaced with native and drought-tolerant species with installation of a new irrigation system.

Mitigated Negative Declaration

An environmental consultant, ESA, was contracted in compliance with CEQA to prepare an Initial Study for the combined projects. The initial study identified potentially significant effects of the project, but prior to the release of the Initial Study/Mitigated Negative Declaration (MND) for public review, revisions in the project were made or agreed to which would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. With the inclusion of the project revisions and

mitigation measures, the initial study showed that there is no substantial evidence, in light of the whole record before the County, that the project as revised may have a significant effect on the environment. These mitigation measures relate to the possibility of bird nesting at the park. Based on the initial study and the project revisions, the MND was prepared for this project.

Upon your Board's adoption of the MND and finding that the project has no significant effect on fish and wildlife, Public Works will provide a fee of \$1,800 with the County Clerk in accordance with Section 711.4 of the California Fish and Game Code. We will also file a Notice of Determination in compliance with Section 21152(a) of the California Public Resources Code. A \$50 processing fee will be paid to the County Clerk.

Youth Employment Plan

Approval of the Youth Employment Plan will allow the County to comply with grant funding requirements. The Youth Employment Programs allow youths to work on projects based on their training, experience, and physical class, as qualified. Youth are managed and supervised by Department staff. In addition, the Department requires contractors to make a good faith effort to employ at-risk youth from the community in which the project is being carried out, in compliance with the County's definition of "at-risk youth".

The scope of work for the Youth Employment Plan includes removal and replacement of the asphalt pavement for a 1/2 mile walking trail; replacement of security lighting; installation of a four-station physical exercise course; removal and replacement of vinyl-coated steel mesh benches; and installation and replacement of park signage. "At-risk" youths will assist in installing the benches, exercise stations, removal and replacement of shrubs, and signage.

On March 20, 2007, your Board approved a budget adjustment to move \$12,000 from the Civic Art fund to this project for the incorporation of Civic Art at Ruben Ingold Park.

Project Budget

Approval of the revised project budget will consolidate funding from the Ruben Ingold Park Slope Stabilization Project with the Ruben Ingold Park General Improvement project.

Approving the recommended actions will allow the Department of Public Works (Public Works) to carry out the project. Construction documents are complete and jurisdictionally approved. We plan to construct the project using a Job Order Contract previously approved by your Board.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs that we provide Fiscal Responsibility (Goal 4) by investing in public infrastructure and improving the quality of life in the County. The project also addresses Community Services (Goal 6) by improving the quality of life through park improvements. There will be no impact to the County General Fund.

FISCAL IMPACT/FINANCING

The revised project budget which includes design, construction, At-Risk Youth employment, consultant services, Civic Art allocations, and County services, is \$2,734,000. Funding for the project is from Proposition A, the 2006 Competitive Trails Grant Program for \$500,000, net County cost for \$104,000, Asset Development Implementation Fund for \$1,407,000, Vehicle License fees for \$700,000, and prior year net County cost for \$23,000.

Project expenditures of \$143,000 for Fiscal Years 2000 through 2006 are accounted for in Attachment A. The project Schedule and Budget Summary are included in Attachment A.

Operating Budget Impact:

Based on the available project information, the Department of Parks and Recreation does not anticipate any one-time or ongoing operational costs resulting from the completion of the project. However, the Department will work with the Chief Executive Office to determine the appropriate level of maintenance and available funding should unexpected or unforeseen costs arise.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The total project cost includes the 1 percent of design and construction costs to be allocated to the Civic Art Fund per your Board's Civic Art Policy adopted on December 7, 2004. On March 20, 2007, your Board approved an appropriation adjustment of \$12,000 from the Civic Art Special fund to this project for Civic Art at this location.

On June 26, 1997, your Board, acting as the governing body of the Regional Park and Open Space District (the District), adopted the Youth Employment Policy for projects funded by the Safe Neighborhood Parks Proposition of 1992 and 1996 (Proposition A), including County projects.

In accordance with the Policy, all projects funded in whole or in part by Proposition A for which construction plans were not adopted before September 26, 1997, must have a Youth Employment Plan adopted by your Board prior to the District reimbursement of construction costs.

ENVIRONMENTAL DOCUMENTATION

Under CEQA, any lead agency preparing an MND must provide a public notice within a reasonable period of time prior to certification of the MND. To comply with this requirement, a public notice was posted at the site for 30 days. Copies of the MND were also provided to View Park Library and Baldwin Hills Library for public review. The public review period for the MND ended on July 26, 2007. Two comments were received, neither of which required a response, but were included within the Final MND. A Mitigation Monitoring Plan was prepared and will be implemented prior to and during construction.

The location of the documents and other materials constituting the record of the proceedings upon which your Board's decision is based in this matter is the Los Angeles Department of Public Works, Project Management Division II.

IMPACTS ON CURRENT SERVICES (OR PROJECTS)

Due to design issues related to the State property just downslope of the Ruben Ingold Park, the alternative schedule is being used for the project as previously approved by your Board. Design completion dates were modified to address these concerns and are reflected in Attachment A. The park is anticipated to be closed during the period of April to December 2008 to allow for improvements to be made to the park.

CONTRACTING PROCESS

Not applicable

The Honorable Board of Supervisors
November 6, 2007
Page 6

CONCLUSION

Please return one adopted copy of this letter to my office and one adopted copy to Public Works, Project Management Division II.

Respectfully submitted,



WILLIAM T FUJIOKA
Chief Executive Officer

WTJ:DLW:DL
JSE:DJT:CY:z

Attachment (2)

c: Auditor-Controller
County Counsel
Department of Parks and Recreation
Department of Public Works
Office of Affirmative Action Compliance
Department of Public Social Services (GAIN/GROW Program)

November 6, 2007

ATTACHMENT A

**RUBEN INGOLD SLOPE STABILIZATION AND TRAIL IMPROVEMENTS
CERTIFY FINAL MITIGATED NEGATIVE DECLARATION AND
MITIGATION MONITORING PLAN AND APPROVE YOUTH EMPLOYMENT PLAN
SPECS. 5494 AND 6824; C.P. 69199 AND 86896
SUPERVISORIAL DISTRICT 2
3 VOTES**

I. PROJECT SCHEDULE

Project Activity	Scheduled Completion Date	Revised Completion Date
Design		
Construction Documents	08/23/07*	
Jurisdictional Approvals	09/25/07*	
Construction		
(Job Order Contract NTP)	04/17/08	04/17/08
Construction		
Substantial Completion	12/15/08	12/15/08
Acceptance	04/29/09	04/29/09

* Indicates completed activity.

II. PROJECT BUDGET SUMMARY

Budget Category	Project Budget	Impact of this Action	Revised Project Budget
Construction			
Construction	\$ 1,711,000	\$ 23,000	\$ 1,734,000
Change Orders	\$ 201,000		\$ 201,000
Civic Art *	\$ 14,000	\$ -2,000	\$ 12,000
At-Risk Youth	\$ 1,000	0	\$ 1,000
Subtotal	\$ 1,927,000	\$ 21,000	\$ 1,948,000
Equipment	\$ 0		\$ 0
Plans and Specifications			
Design Services	\$ 104,000		\$ 104,000
Additional Services	\$ 15,000		\$ 15,000
Subtotal	\$ 119,000		\$ 119,000
Consultant Services	\$ 55,000		\$ 55,000
Miscellaneous Expenditures	\$ 8,000		\$ 8,000
Jurisdictional Review and Plan Check	\$ 20,000		\$ 20,000
County Services*	\$ 439,000	\$ 2,000	\$ 441,000
Prior Fiscal Years 2000 through 2006	\$ 143,000		\$ 143,000
Total	\$ 2,711,000	\$ 23,000	\$ 2,734,000

*The original 1% fee allocation for Civic Art was \$14,000 and moved to the Civic Art Fund. During FY 2007-08 Budget Adjustments your Board approved an appropriation adjustment of \$12,000 of Civic Arts funds to be moved to the project for construction of Civic Art at the Ruben Ingold Park. County Services is increased by \$2,000 to reflect the Arts Commission administrative fee.

ATTACHMENT B

DEPARTMENT OF PUBLIC WORKS RUBEN INGOLD SLOPE STABILIZATION AND TRAILS IMPROVEMNT ROJECT (C.P. NO. 86896), (GRANT NO. p119-07-2094) YOUTH EMPLOYMENT PLAN

BACKGROUND (Scope of Work)

The scope of work includes removal and replacement of the asphalt pavement for a 1/2 mile walking trail; replacement of security lighting; installation of a four-station physical exercise course; removal and replacement of vinyl-coated steel mesh benches; and installation and replacement of park signage.

Tasks that may be performed by At-Risk Youth

The youth will assist in installing the benches, exercise stations, removal and replacement of shrubs, and signage.

Estimated Cost of Youth Employment

A minimum of two youths will work a minimum of 40 hours each at \$7.48 an hour for a minimum total of \$598 on this project. More youths may be used as necessary.

Method of Youth Employment

The Department of Parks and Recreation has full time and part-time youth employed in various areas of the Department. The Youth Employment Programs allow youth to work on projects based on their training, experience, and physical class, as qualified. Youth are managed and supervised by Department staff. In addition, the Department requires contractors to make a good faith effort to employ at-risk youth from the community in which the project is being carried out, in compliance with the County's definition of "at-risk youth".

Youth Employment Goal:

Under the provisions of Los Angeles County Regional Park and Open Space District's policy on employment of youth, the Youth Employment Minimum Obligation of the County of Los Angeles in the amount of \$15,739,750 (equal to 50 percent of the total maintenance and servicing funding from Proposition A of 1992 and 1996) has been met; however, the Department actively pursues employment opportunities for at-risk youth on all projects.

Notice of Determination

Form C

To: ☐ Office of Planning and Research
PO Box 3044, 1400 Tenth Street, Room 222
Sacramento, CA 95812-3044

☒ County Clerk
County of Los Angeles
12400 Imperial Highway
Norwalk, CA 90650-3134

From: (Public Agency) Co. of LA Dept of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803-1331
(Address)

Subject:

Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Ruben Ingold Park Slope Stabilization and Trail Improvements Project

Project Title

2007031137

State Clearinghouse Number
(If submitted to Clearinghouse)

James Kearns

Lead Agency
Contact Person

(626) 300-3203

Area Code/Telephone/Extension

Baldwin Hills area of Los Angeles

Project Location (include county)

Project Description:

The proposed project involves the stabilization of two areas of the park slope. This involves cut, fill, grading and re-compaction of soil. The project also includes the upgrades to the park which includes replacement of the walking path with resilient resurfacing, new landscaping, irrigation, lighting, exercise equipment, benches, fencing, water fountain, ADA upgrades and modification to the park entrances.

This is to advise that the Los Angeles County Board of Supervisor has approved the above described project on

☒ Lead Agency ☐ Responsible Agency

October 30, 2007

(Date)

and has made the following determinations regarding the above described project:

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
5. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final document with comments and responses and record of project approval is available to the General Public at:

Co. of L.A. Dept. of Public Works, PMD II, 5th Floor, 900 S. Fremont Avenue, Alhambra 91803


Signature (Public Agency)

10/30/2007

Date

Cap. Proj. Program Manager

Title

Date received for filing at OPR:

Revised May 1999

Mitigation Monitoring Program

Pursuant to Section 21081.6 of the Public Resources Code and the *CEQA Guidelines* Section 15097, a lead agency is required to adopt a monitoring program for assessing and ensuring compliance with the required mitigation measures applied to a proposed project for which an Initial Study/Mitigated Negative Declaration has been prepared. As stated in the Public Resources Code:

"...The public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects."

The lead agency may delegate reporting or monitoring responsibilities to another public agency or a private entity, which accept delegations. The lead agency, however, remains responsible for ensuring that implementation of the mitigation measures occur in accordance with the program.

The mitigation monitoring table below lists mitigation measures that are required to reduce the significant effects of the Ruben Ingold Slope Stabilization project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the monitoring and responsible entity for monitoring each measure. The project applicant will have the responsibility for implementing the measures, and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures.

This Mitigation Monitoring and Reporting Program is set up as a Compliance Report, with space for confirming the correct mitigation measures have been implemented for the project. In order to sufficiently track and document the status of mitigation measures, the matrix below has been prepared with the following components:

- Mitigation measures
- Monitoring phase
- Enforcement agency
- Monitoring agency
- Action Indicating Compliance
- Verification of Compliance (for use during the reporting/monitoring)

Information pertaining to compliance with mitigation measures or any necessary modifications and refinements will be documented in the verification of compliance portion of the matrix. The mitigation measure matrix is provided in the following pages.

Mitigation Monitoring Program

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance	
					Initials	Date
Noise The following mitigation measures are for construction activities: <ul style="list-style-type: none"> The construction contractor shall require all construction equipment, stationary and mobile, be equipped with properly operating and maintained muffling devices, when necessary. The construction contractor shall provide advance notification to adjacent property owners. In addition, notices shall be posted adjacent to the site with regard to the schedule of slope stabilization and major construction activities. Prior to initiating construction, the construction contractor shall coordinate with the County of Los Angeles Department of Public Works or the existing Windsor Hills Magnet School to discuss construction activities that generate high noise levels. Coordination between the County of Los Angeles Department of Public Works and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities as feasible. When feasible, the construction contractor shall require stationary construction equipment and vehicle staging areas to be placed such that noise is directed away from sensitive receptors. 	Pre-Construction / Construction	County of Los Angeles Department of Public Works	County of Los Angeles Department of Public Works	Issuance of Construction Permit		

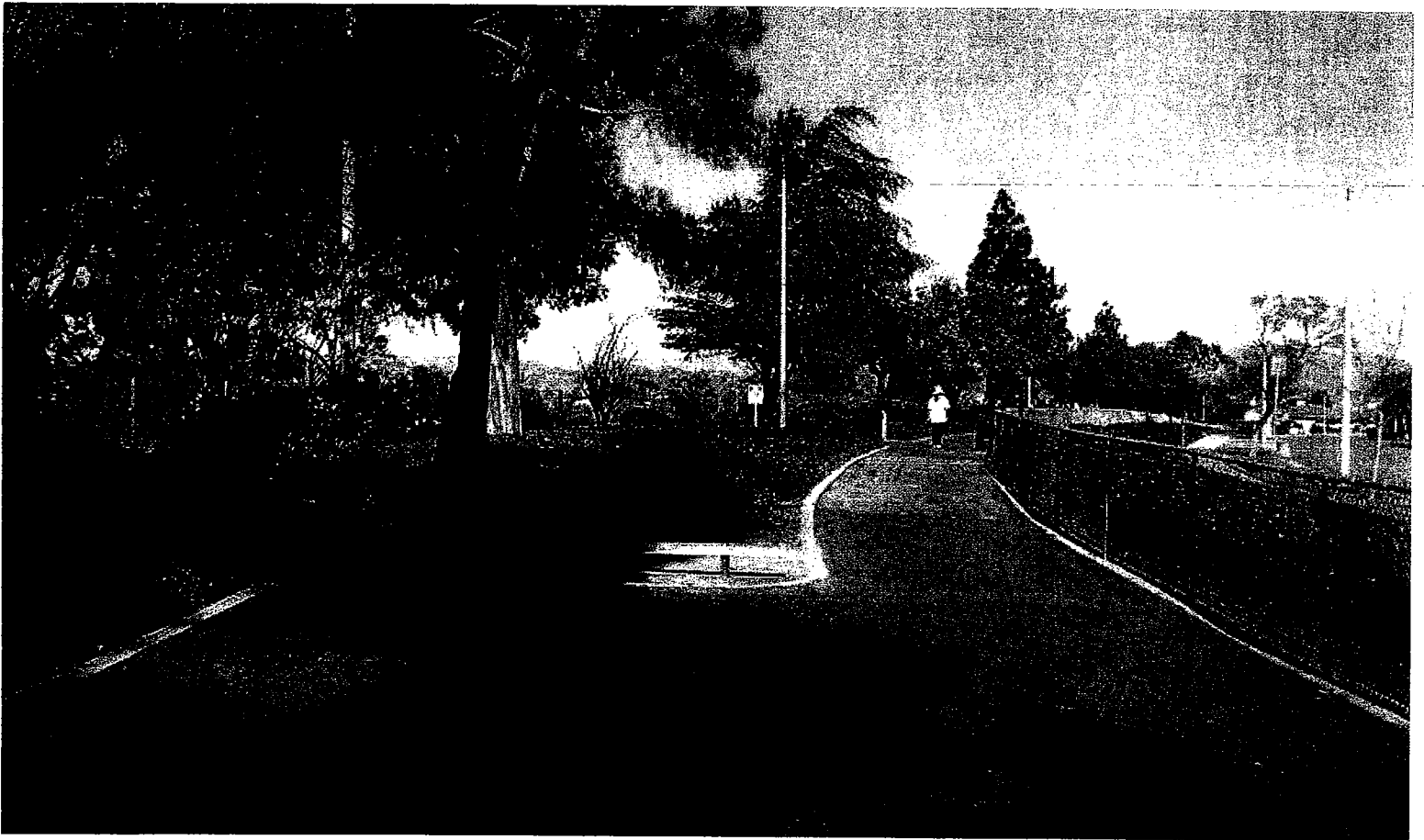
Final

RUBEN INGOLD SLOPE STABILIZATION AND TRAIL IMPROVEMENTS PROJECT

Initial Study/Mitigated Negative Declaration

Prepared for:
County of Los Angeles

May 2007



Final

RUBEN INGOLD SLOPE STABILIZATION AND TRAIL IMPROVEMENTS PROJECT

Initial Study/Mitigated Negative Declaration

Prepared for:
County of Los Angeles

May 2007

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Suite 1450
Los Angeles, CA 90017
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Oakland

Petaluma

Portland

Sacramento

San Francisco

Seattle

Tampa

206454.03



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CHAPTER 1

Executive Summary

1.1 Introduction

Background

The Los Angeles County Department of Public Works (LACDPW) (applicant) has proposed to conduct slope stabilization and trail improvements to the Ruben Ingold Park (proposed project) located in the Baldwin Hills area of Los Angeles County. The slope improvements are recommended as the stability of the embankment areas have declined throughout the years due to weathering. The proposed project also includes ancillary improvements, such as the replacement of the asphalt jogging path in the park with resilient surfacing, removal of existing chain link fencing, and installation of perimeter fencing/support rails around the park.

Impact Methodology

In accordance with the California Environmental Quality Act (CEQA), projects which have potential to result in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, must undergo analysis to disclose the potential significant effects.^{1,2} The provisions of CEQA apply to all California governmental agencies at all levels, including local agencies (such as LACDPW), regional agencies, state agencies, boards, commissions, and special districts. As the Lead Agency for the proposed project, LACDPW has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with project implementation.

During the environmental review process, it was determined that potential impacts would be reduced to less than significant with the implementation of mitigation measures. As a result, this Initial Study/Mitigated Negative Declaration (IS/MND) was considered the appropriate documentation for the proposed project. The main purpose of this IS/MND is to inform governmental decision makers and the public about potential environmental impacts of the project.

¹ CEQA Statute, Public Resources Code (PRC) Division 13, Chapter 1, §21000 et al., 2005.

² *CEQA Guidelines*, California Code of Regulations (CCR), Title 14, Chapter 3, §15378, 2006.

1.2 Project Location and Description

Location

The project site is located at 4400 Mt. Vernon Drive, in the unincorporated Baldwin Hills area of Los Angeles County. The Baldwin Hills Community shares its space with View Park-Windsor Hills and is divided by Stocker Street. The proposed project site is bound by Stocker Street to the west, Mt. Vernon Drive to the east, Windsor Hills Magnet School to the south, and a single-family home to the north (see **Figure 1.1**).

Description

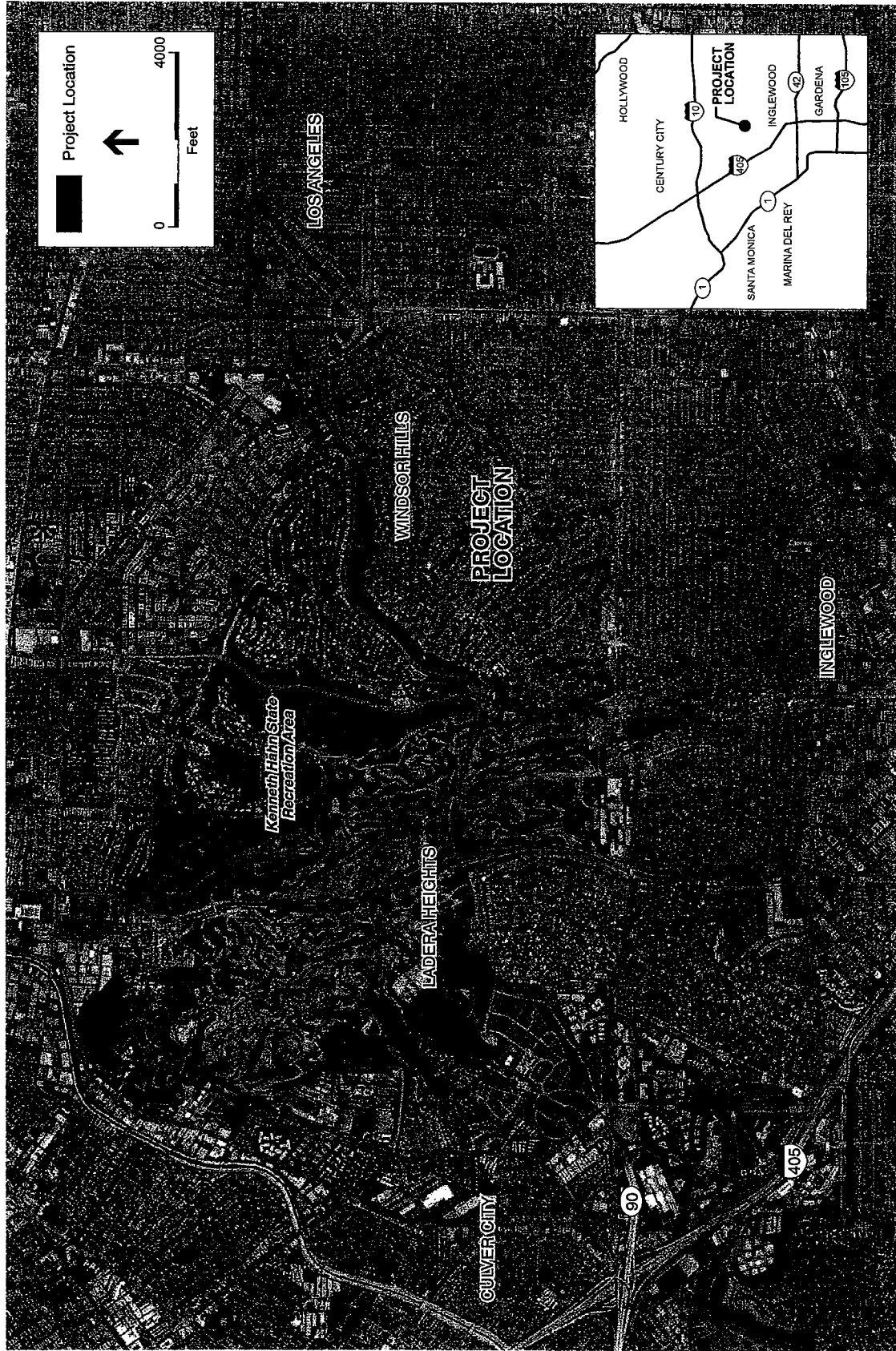
The Ruben Ingold Park contains a surfaced walkway (also referred to as a trail or jogging path) that is approximately one-half mile in length.³ The park contains a fence around the surface perimeter and is the shape of a long rectangle. The proposed project site is located on a parcel that is approximately 3.55 acres. Currently, the project site is developed by the existing park facilities, which includes exercise stations, seating areas, jogging path, and chain link fence. There are several mature trees and ornamental shrubs throughout the park. The sloped areas of the perimeter are steep, resulting in the park's elevation of 425 feet above sea level.

Project Components

The proposed project components are demonstrated on the site plan (**Figure 1.2**). The slope repairs are located along the Stocker Street side within the county property line. The applicant has proposed to conduct the following improvements:

- Removal and re-compacting of approximately 10,000 cubic yards of earthen material;
- Construction of a soil key and benching;
- Replacement of the asphalt jogging path with resilient surfacing;
- Removal of existing chain link fencing and installation of support rails around the perimeter of the park, including a new handrail along the Stocker Street side;
- Upgrading of the existing security lighting;
- Replacing existing exercise stations and park benches with new equipment;
- Improvements to the four exercise stations, three seating areas, two dog waste stations, two activity stations, and two Americans with Disabilities Act (ADA) entrances along Mt. Vernon Drive;
- Replacement of the landscape and irrigation systems, and
- Replanting vegetation with native and drought tolerant species.

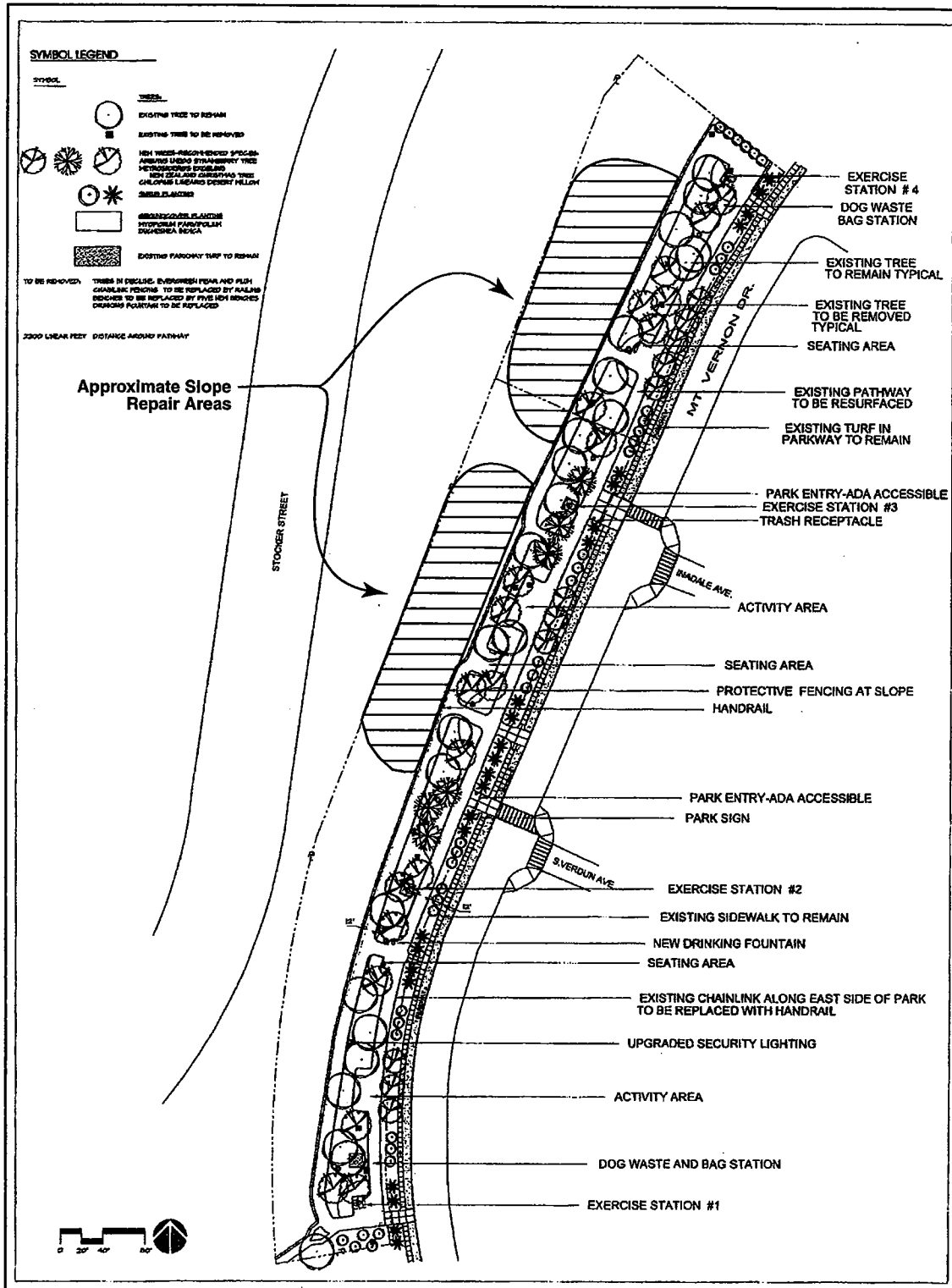
³ Department of Parks and Recreation website,
http://lacountyparks.org/Parkinfo.asp?URL=cms1_033401.asp&Title=Ingold



Ruben Ingold Slope Stabilization and Park Improvements Project . 206454.03

SOURCE: GlobeXplorer, 01-02-2006; ESA, 2007.

Figure 1.1
Project Location Map



SOURCE: County of Los Angeles, 2006.

Ruben Ingold Slope Stabilization and Park Improvements Project . 206454.03

Figure 1.2
Concept Site Plan

The proposed project also consist of tree removal and tree planting that may include species of ornamental trees, such as, Arbutus Unedo Strawberry Tree, Metrosiderous Excelsus, New Zealand Christmas tree, and Chiopsis Linearis Desert Willow. The native and drought tolerant species to be planted would include shrub and ground cover planting.

Access and Parking

Primary access to the project site is currently provided by two entrances along Mt. Vernon Drive. One entrance is located near South Verdun Avenue at the northern portion of the site and the second entrance is located near Inadale Avenue at the southern portion of the site. Parking spaces are not provided, although there is street parking located along Mt. Vernon Drive and throughout the surrounding residential neighborhoods. The proposed project does not include parking upgrades, however- ADA access to the park will be included.

Existing Land Uses

As shown on **Figure 1.3**, the project site is located within an area designated as Open Space (O) by the County of Los Angeles' General Plan. The zoning for the site is residential (RPD-1-4U) as shown in **Figure 1.4**. The current land uses are compatible with the existing land use designations, such as those provided by the jogging path, exercise stations, seating areas, and canine walking areas. There would be no changes to the existing land uses as a result of the proposed project.

Surrounding Land Uses

The proposed project is surrounded by low density residential development and open space areas (Figure 1.3). Located to the west of the project site is the slope that descends to Stocker Street where access to the adjacent State Parks and Recreation/Baldwin Hills Conservancy Stocker Corridor Park and Trails Project is located. The northern portion of the project site is bound by a single-family home. To the east of the project is a residential neighborhood that consists solely of single-family homes and to the south is the Windsor Hills Magnet School.

Construction

Construction would begin with slope stabilization repair work, which includes excavation and re-compaction of soils. The earthwork would involve the removal and replacement of approximately 10,000 cubic yards of soil, which would be stock piled and reused on-site. Construction may require the import and export of material. Proposed improvements, such as the replacement of the asphalt jogging path, replacement of the existing exercise stations and park benches, light installation and replacement, and vegetation planting, would begin after the slope stabilization work is finished. The proposed construction would require approximately eight months to complete, and is proposed to begin in August 2007 and would be complete in March 2008.



SOURCE: GlobeXplorer, 01-02-2006; Los Angeles Department of Regional Planning; ESA, 2007.

Ruben Ingold Slope Stabilization and Park Improvements Project . 206454.03

Figure 1.3

Existing Land Use



Ruben Ingold Slope Stabilization and Park Improvements Project . 206454.03

SOURCE: GlobeXplorer, 01-02-2006; Los Angeles Department of Regional Planning; ESA, 2007.

1.3 Areas of Known Controversy

Through this process, no key issues or areas of controversy were identified. The CEQA analysis provided mitigation measures that reduced potentially significant impacts to less than significant.

CHAPTER 2

Initial Study

1. **Project Title:** Ruben Ingold Slope Stabilization and Trail Improvements Project
2. **Lead Agency Name and Address:** Los Angeles Department of Public Works
3. **Contact Person and Phone Number:** Jennifer Fang
(626) 300-3229
4. **Project Location:** 4400 Mt. Vernon Drive located on the east bluff of Baldwin Hills in the Windsor/Baldwin Hills area of Los Angeles.
5. **General Plan Designation(s):** Open Space (O)
6. **Zoning Designation(s):** Residential Planned Development – Single Family Residences (RPD-1-4U)
7. **Description of Project:** The proposed project consists of removing and re-compacting approximately 10,000 cubic yards of earthen material and constructing a soil key and benching to stabilize two locations of the slope that supports the Ruben Ingold Park. Additional trail improvements consist of the replacement of the asphalt-jogging path with resilient surfacing, removal of existing chain link fencing, and installation of new fencing/support rails around the perimeter of the park. The existing exercise stations would be replaced with new equipment, as well as the replacement of park benches and park lighting.
8. **Surrounding Land Uses and Setting:** The proposed project is located within a residential neighborhood in Los Angeles. Located to the west of the project site is the slope that descends to Stocker Street where access to the State Parks and Recreation/Baldwin Hill Conservancy Stocker Corridor Park and Trails Project is located. The project site is bound to the north by a single-family home. To the east of the project is a residential neighborhood that consists of single-family homes. The south of the project site is bound by the Windsor Hills Magnet school.
9. **Other Public Agencies Whose Approval is Required:** (e.g., permits, financing approval, or participation agreement. Indicate whether another agency is a responsible or trustee agency.)
 - South Coast Air Quality Management District (review of CEQA documentation)
 - Regional Water Quality Control Board (Best Management Practices)
 - US Environmental Protection Agency
 - National Pollutant Discharge Elimination System (NPDES) (over 1 acre disturbed)
 - Los Angeles County Building and Safety

2.1 Environmental Factors Potentially Affected

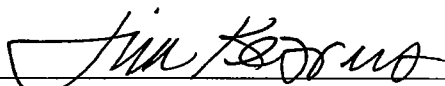
The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology, Soils and Seismicity |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Land Use Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.


Signature

5/19/07
Date

JIM KEARNS.
Printed Name

For

2.2 Environmental Checklist

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
A. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Currently, the site is used for a park and recreation facility, and includes a tree-lined jogging path, exercise facilities, and park benches (see **Figures 2.1.A, 2.1.B, and 2.1.C**, for existing site photos). As shown in Figure 1.2 Site Plan provided in *Chapter 1, Executive Summary*, the proposed project improvements would include slope stabilization and trail improvements. The Baldwin Hills area is topographically diverse and contains a number of scenic vistas and expansive views available from a variety of locales. The main vista viewed from the area of the project site is the Santa Monica Mountain Range to the north. The proposed project would include trail improvements and slope stabilization. The improvements proposed would not add or expand existing land uses or park features as compared to the existing conditions. The improvements proposed would not occur in a manner that would directly or indirectly affect existing viewsheds. As a result, scenic vistas would not be affected and no impact would occur.
- b) The existing Ruben Ingold park facility is not directly located along any major highways. The closest scenic highway is Route 2, which begins in Edendale and is approximately 13 miles from the project site. Outside of the scenic character of the park itself, there are no scenic features in the form of buildings, rock outcroppings, or heritage trees that occur. Construction would be short term in nature, and operations would result in the same footprint as current conditions. Construction or operation of this project would not damage scenic resources. No impacts to scenic resources would occur.
- c) The existing park facility is located within a residential neighborhood that contains single-family homes, a school, and additional open-space facilities. The views to the west include the park slope that recesses to Stocker Street; to the east and north are single-family homes; and to the south is the Windsor Hills Magnet School. **Figures 2.2.A and 2.2.B** provide photos of the surrounding area.



Photo A: View looking west down the slope to Stocker Street.

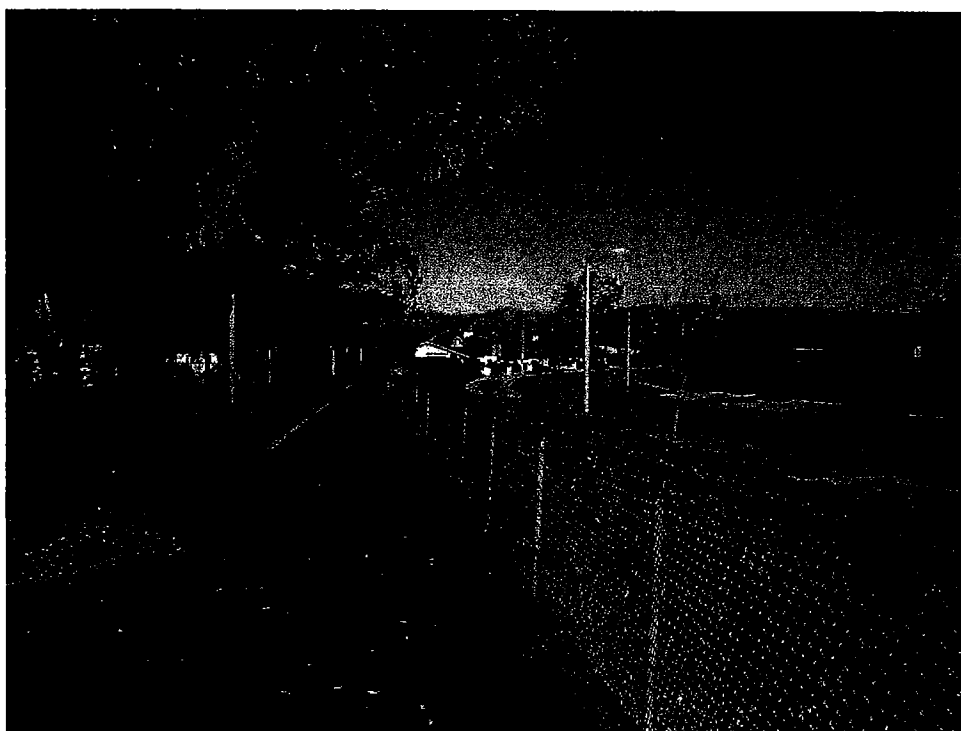


Photo B: View looking north along Mt. Vernon Drive.

SOURCE: ESA, 2007

Ruben Ingold Slope Stabilization and Park Improvements Project . 206454.03

Figure 2.1.A
Project Site Photos

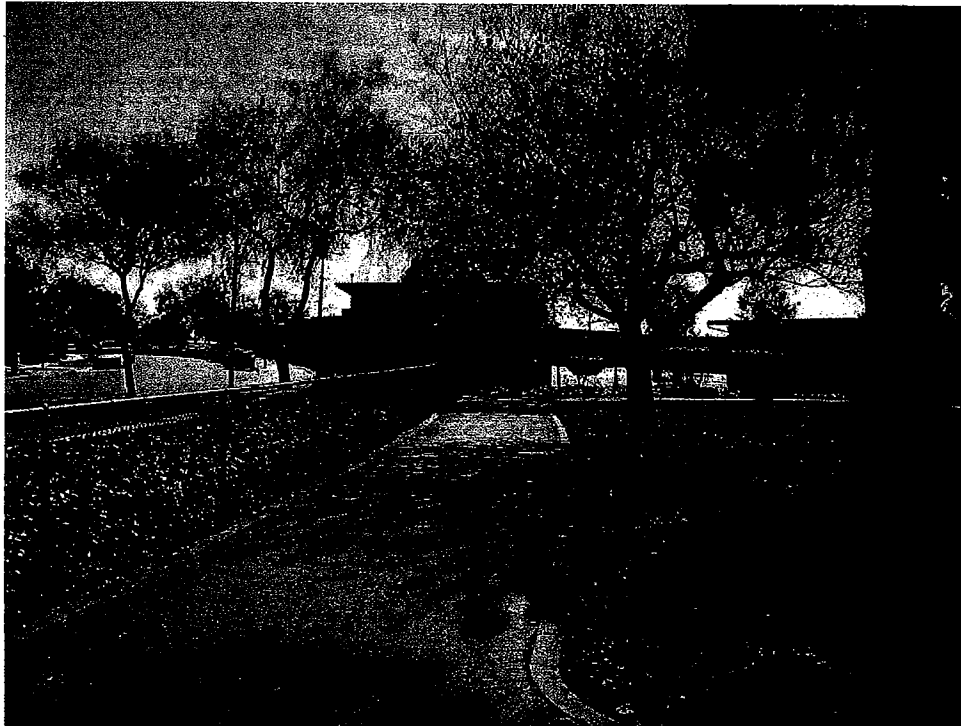


Photo A: View looking south along Mt. Vernon Drive at Windsor Hills Magnet School.



Photo B: View looking northeast across park, at Mt Vernon Drive.

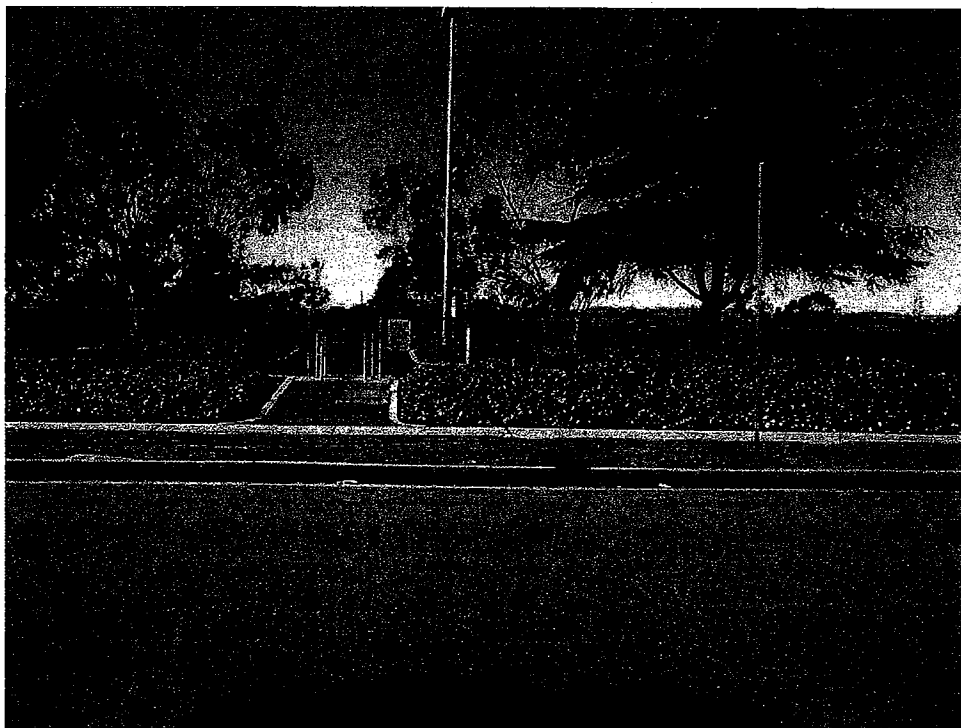


Photo A: View looking west from South Verdun Avenue entrance.

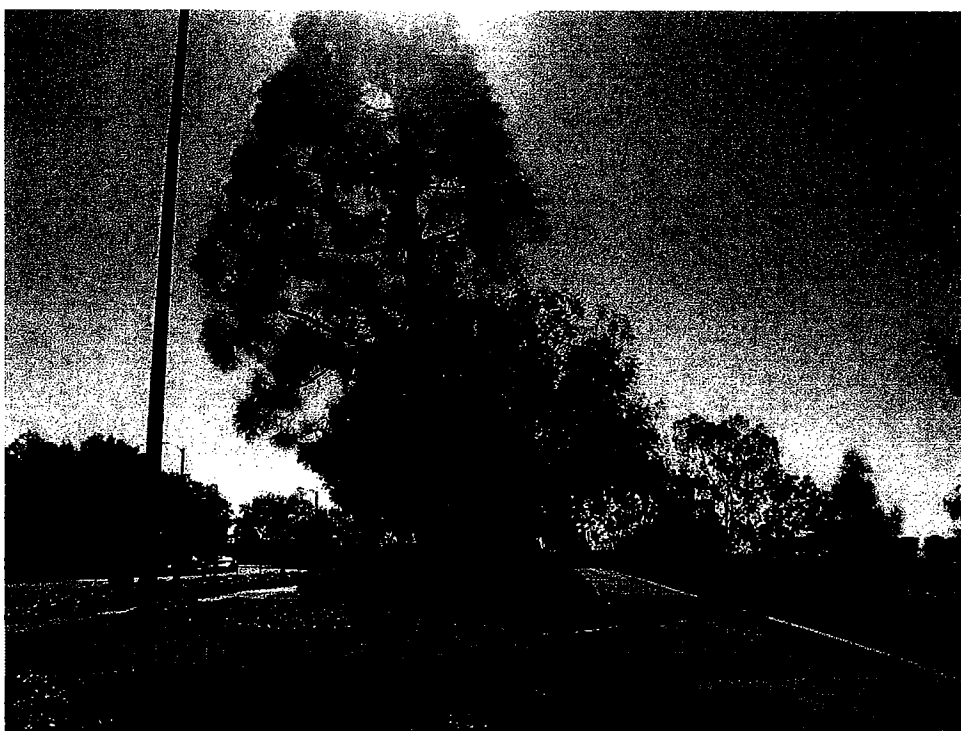


Photo B: View looking north along Mt. Vernon Drive.



Photo A: View looking east across Mt. Vernon Drive at adjacent residential property.

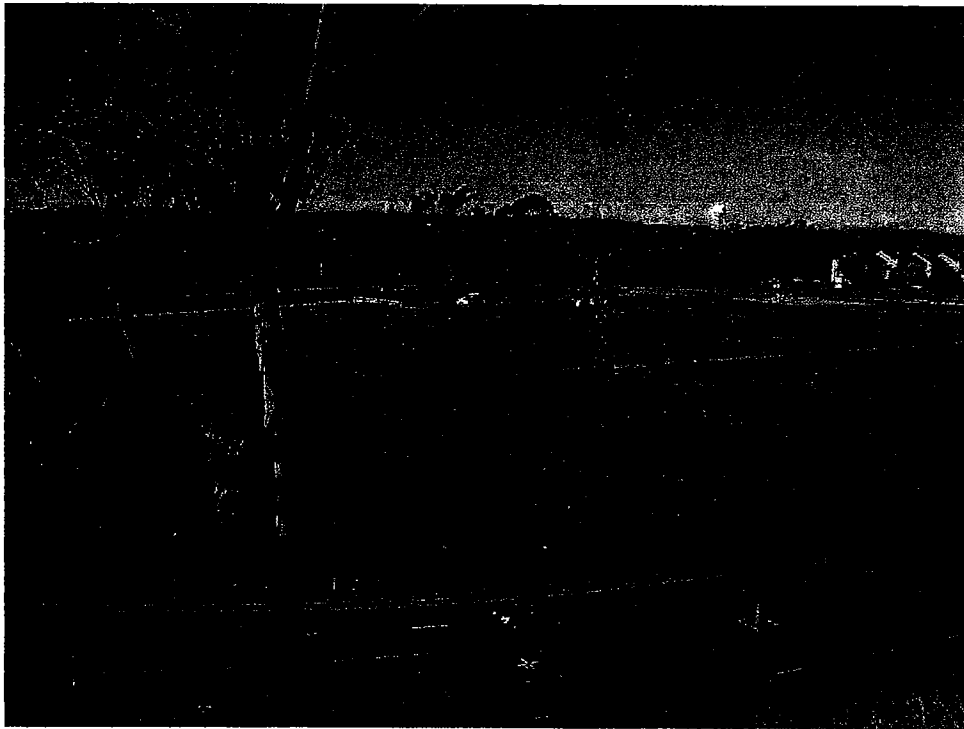


Photo B: View looking west across Stocker Street at Norman O. Houston Park.

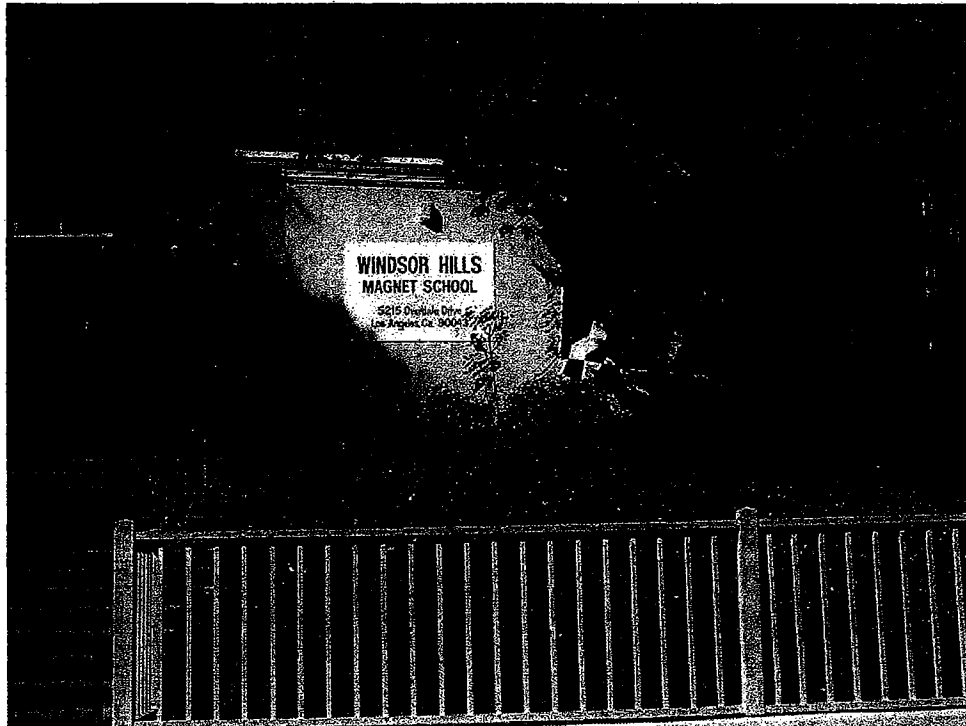


Photo A: View looking north at Windsor Hills Magnet School.



Photo B: View looking north at adjacent single family home.

Construction would result in exposed graded surfaces, construction debris, and the presence of construction equipment that may impact the visual character of the site. Construction of the project would occur for approximately eight months. As a result, related impacts are temporary as they would cease upon completion of such activities. The proposed project would operate in a manner similar to current conditions and no additional structures would be added to change the existing visual character of the site. Since the site is considered an open space area, the improvements would likely enhance rather than degrade the existing visual character and site surroundings. In conclusion, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, no impact would occur.

- d) Currently, there are minimal sources of light or glare on the project site, such as low levels of nighttime lighting associated with landscaping. The existing sources of light and glare in the project area includes nighttime light associated with surrounding residential development, such as landscape lighting and vehicle headlights during evening hours. The proposed project involves upgrading the existing security and landscape lighting, with additional lighting proposed near the benches. As a result, the amount of light and glare that would occur after the completion of the proposed improvements would be reduced compared to the existing conditions. Therefore, there would be no significant change to light and glare as compared to existing conditions. No impact would occur.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
B. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a–c) Currently, the project site does not support agricultural land uses nor are any agricultural practices occurring in the immediate vicinity of the project area. The proposed project site does not contain areas designated as farmland and is not enrolled under the Williamson Act contract. The proposed project site is located in an urban area that is

zoned for residential uses not agricultural uses. Therefore there would not be a conflict with existing agricultural zoning uses and no impacts would occur.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
C. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Air quality is regulated by several agencies, including the Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD). At the federal level, the USEPA is responsible for implementation of the Federal Clean Air Act (CAA) and establishing the National Ambient Air Quality Standards (NAAQS). The CARB promulgates ambient standards for California, or the California Ambient Air Quality Standards (CAAQS). Ambient standards have been established for the following criteria pollutants: ozone (O₃), particulate matter less than 10 microns in diameter (PM₁₀) and less than 2.5 microns in diameter (PM_{2.5}), carbon monoxide (CO), nitrogen oxides (NO_x), Sulfur dioxide (SO_x), and lead. The proposed project is located in the South Coast Air Basin (Basin), and the SCAQMD is the regional agency responsible for implementing regulations governing emissions of air pollution for this area.

A project conflicts with or obstructs implementation of the applicable air quality plan if the project is incompatible with SCAQMD and the Southern California Association of Governments (SCAG) air quality policies. A project would conflict with SCAQMD and SCAG policies if it:

- causes an increase in the frequency or severity of existing air quality violations;
- causes or contributes to new air quality violations;

- delays timely attainment of air quality standards or the interim emission reductions specified in the SCAQMD's Air Quality Management Plan (AQMP), or
- exceeds the assumptions utilized in the SCAQMD's AQMP.

The Basin is a nonattainment area, or does not meet established ambient air quality standards, for O₃ (for both the 1-hour and 8-hour standards), PM₁₀, and PM_{2.5}. The CAA sets certain deadlines for meeting the NAAQS within the Basin including: 1-hour O₃ by the year 2010; 8-hour O₃ by the year 2021; and PM_{2.5} by the year 2015. The SCAQMD has developed strategies for reducing emissions and complying with applicable standards, specifically the recently updated 2007 AQMP. The 2007 AQMP aims to define southern California's comprehensive strategy to clean the air we breathe as expeditiously as possible. The 2007 AQMP is designed to meet both state and federal CAA planning requirements for all areas under SCAQMD jurisdiction. The 2007 AQMP focuses on reduction strategies for O₃ and PM_{2.5}. The AQMP sets forth procedures for measurements, control strategies, and air quality modeling.

The project site is located within an area designated for open space land uses, and the proposed project is consistent with the current land use and zoning designations. The proposed project would not require a General Plan amendment related to land use, and as such, would be consistent with applicable land use planning documents. This project would not directly result in population growth (e.g. housing development) and the proposed project would not result in an exceedance with the SCAG growth forecasts. Consequently, implementation of the proposed project would be consistent with AQMP attainment forecasts. In summary, project development would not conflict with, or obstruct implementation of the AQMP. As a result, there would be no impact.

- b) To determine if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation, project specific impacts were compared to the following SCAQMD criteria:
- Construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 75 pounds per day (lbs/day) for ROC; (2) 100 lbs/day for NO_x; (3) 550 lbs/day for CO; (4) 150 lbs/day for PM₁₀ or SO_x¹ (5) 3 lbs/day for lead, and (6) 55 lbs/day for PM_{2.5}.
 - Operational emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 55 lbs/day for ROC and NO_x; (2) 550 lbs/day for CO; (3) 150 lbs/day for PM₁₀ or SO_x² (4) 3 lbs/day for lead, and (5) 55 lbs/day for PM_{2.5}.

Construction Emissions

Construction of the site would generate emissions from excavation and re-compacting activities, as well as park upgrades. Construction activities are proposed to begin in

1 South Coast Air Quality Management District, *CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project)*, 1993.

2 *Ibid.*

August 2007 and end in March 2008, resulting in a construction duration of approximately eight months.

Mass daily emissions during construction were compiled using URBEMIS 2002, which is an emissions estimation/evaluation model developed by the CARB that is based, in part, on SCAQMD CEQA Air Quality Handbook guidelines and methodologies. Construction would include the removal and re-compacting of approximately 10,000 cubic yards of earthen material, construction of a soil key and benching to stabilize two locations of the slope, and additional improvements. A complete listing of the construction equipment by phase and construction phase duration assumptions used in this analysis is included within the URBEMIS 2002 printout sheets provided in **Appendix A**.

Calculated unmitigated emissions rates are presented in **Table 2.1**. As shown, construction-related daily emissions for the proposed project would not exceed SCAQMD significance thresholds.

TABLE 2.1
ESTIMATE OF UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS^a
(POUNDS/DAY)

Phase	ROC	NO _x	CO	SO _x	PM ₁₀ ^b	PM _{2.5} ^c
Demolition/ Slope Repair (3 month)	12	77	95	<1	3	2
Site Preparation/Trail Improvements (5 months)	9	59	77	<1	2	10
Worse Case Daily Unmitigated Emissions	12	77	95	<1	3	10
Regional Daily Significance Threshold	75	100	550	150	150	55
Over/(Under)	(63)	(23)	(455)	(150)	(147)	(45)
Exceed Threshold?	No	No	No	No	No	No

^a Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A.

^b PM₁₀ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

^c SCAQMD's Final Methodology to Calculate PM_{2.5} Significance Thresholds (October 2006) requires the following: (1) fugitive sources - the PM_{2.5} fraction of PM₁₀ is 21 percent (2) off-road combustions sources - the PM_{2.5} fraction is 89 percent (3) stationary combustion sources, the PM_{2.5} fraction of PM₁₀ is 99 percent.

SOURCE: ESA, 2007.

SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As such, LACDPW will implement the Rule 403 provisions applicable to the proposed project as Best Management Practices (BMPs) during project construction. The BMPs planned for implementation are as follows:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using

water, chemical stabilizer/suppressant, covered with a tarp, or other suitable cover or vegetative ground cover.

- Suspend excavation and grading activity when winds exceed 20 mph.
- Minimize idling time (e.g., 10 minute maximum) and limit the hours of operation of heavy duty equipment and/or the amount of equipment in use.

Operational Emissions

Emissions from project operations include those resulting from traffic trips in the project area and associated air pollutant emissions. The proposed park upgrades are not anticipated to result in additional employees or directly result in additional patrons at the park facility. To determine project level impacts, operational emissions generated by mobile sources were quantified to demonstrate emissions resulting from project specific activities during park operation. Criteria pollutant emissions were calculated using the URBEMIS 2002 emissions inventory model, which multiplies an estimate of daily vehicle miles traveled by applicable Emfac2002 emissions factors. The URBEMIS 2002 model assumed a target build out year of 2008. As shown in **Table 2.2**, net regional emissions resulting from the proposed project operations would not exceed regional SCAQMD thresholds for ROC, NO_x, SO_x, CO, PM_{2.5} or PM₁₀.

TABLE 2.2
ESTIMATE OF OPERATIONAL EMISSIONS ^a
(pounds/day)

	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5} ^b
Future Project Conditions (2008)						
Area Sources	<1	<1	1	<1	<1	<1
Mobile Sources	<1	<1	1	<1	<1	<1
Stationary Sources	<1	<1	<1	<1	<1	<1
Total	<1	<1	2	<1	<1	<1
SCAQMD Significance Threshold	55	55	550	150	150	55
Emissions Over (Under)	(55)	(55)	(548)	(150)	(150)	(55)
Exceed Threshold?	No	No	No	No	No	No

^a Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A.

^b SCAQMD's Final Methodology to Calculate PM_{2.5} Significance Thresholds (October 2006) requires the following: (1) fugitive sources - the PM_{2.5} fraction of PM₁₀ is 21 percent (2) off-road combustions sources - the PM_{2.5} fraction is 89 percent (3) stationary combustion sources, the PM_{2.5} fraction of PM₁₀ is 99 percent. For project operations, PM_{2.5} fraction was assumed worse case (i.e. 100 percent)

SOURCE: ESA, 2006.

- c) According to the *SCAQMD CEQA Air Quality Handbook*, projects that are consistent with the AQMP performance standards and emission reduction targets would be considered less than significant cumulatively, unless there is other pertinent information to the contrary. If implementation of the proposed project provides at least a one percent per year reduction in project emissions of CO, VOC, NO_x, SO_x, and PM₁₀, then it would not result in a cumulatively considerable net increase of any criteria pollutant for which the project

region is in nonattainment under an applicable federal or state ambient air quality standard. As shown, on Table 2.2, the proposed project would not result in a significant increase in operational emissions as compared to existing conditions. As provided in Table 2.1, construction impacts would be less than the SCAQMD's established thresholds. As a result impacts are less than significant.

- d) Some population groups, such as children and the elderly, are considered more sensitive to air pollution than others. The project is located within an area that contains residential development to the north and east. This area contains approximately 15.5 percent over the age of 65, which is considered higher than average single-family neighborhoods. In addition, the Windsor Magnet School is located directly to the south. The LACDPW would implement BMP procedures to assure air quality impacts would not occur to significant levels during school hours.

CARB has declared that Diesel Particulate Matter (DPM) from diesel engine exhaust is a toxic air emission (TAC). For construction, there is the possibility of release of DPM associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the construction schedule of eight months, the proposed project would not result in a long-term (i.e., 70-years) substantial source of TAC emissions. As such, long term project-related toxic emission impacts during construction would not be significant. In addition, the BMPs listed in item 2.b) above would further reduce short-term emissions from construction activities to less than significant levels. Air pollutants from operations would be minimal as there are no major emissions sources operating or planned for operation on-site. As such, operational impacts are considered less than significant.

- e) Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. The construction period is anticipated to occur for a period of eight months, and the quantity of coating and solvents anticipated for use are minimal. In addition, via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create objectionable odors that exceed applicable thresholds. The project operations would not create objectionable odors. As such, impacts are less than significant.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
D. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project site is located in both the U.S. Geological Survey (USGS) Hollywood and Inglewood 7.5-minute quadrangles and a California Natural Diversity Database (CNDDDB) query was performed for both these quadrangles (CDFG, 2006). Based on the CNDDDB search of these two quadrangles, there are 27 special-status³ species with the potential to occur in the vicinity of the project site, either as residents or transient animals. However, based on known records from the CNDDDB, habitat affinities of the species, and professional judgment, none of these species listed in **Table 2.3** would occur at the project site given the amount of disturbance and lack of suitable habitat at the site and within its vicinity. As a result, no impact to species listed in **Table 2.3** would occur.

³ The term "special-status" species includes those that are listed and receive specific protection defined in federal or state endangered species legislation, as well as species not formally listed as Threatened or Endangered, but designated as Rare or Sensitive on the basis of adopted policies and expertise of state resource agencies or organizations, or policies adopted by local agencies such as counties, cities, and special districts to meet local conservation objectives.

TABLE 2.3
SPECIAL-STATUS SPECIES AND NATURAL COMMUNITY OCCURRENCE AT AND WITHIN
THE VICINITY OF THE SITE

Species	Listing Status (USFWS/CDFG/ CNPS)	Likelihood of Occurrence	Comments
Plants			
Greata's aster <i>Aster greatae</i>	--/--1B	None	Damp places in canyons to 4,500 feet on south slope of the San Gabriel Mountains.
Los Angeles sunflower <i>Helianthus nuttallii</i> ssp. <i>parishii</i>	--/--1A	None	Found in freshwater-, salt-, and coastal marshes.
Southern tarplant <i>Centromadia parryi</i> ssp. <i>australis</i>	--/--1B	None	Found in alkali soils within vernal pools.
San Bernardino aster <i>Symphyotrichum defoliatum</i>	--/--1B	None	Found in a variety of native habitats, including cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland, and near ditches, streams, and springs.
Davidson's saltscale <i>Atriplex serenana</i> var. <i>davidsonii</i>	--/--1B	None	Found on coastal bluffs in southern California.
Santa Barbara morning-glory <i>Calystegia sepium</i> ssp. <i>binghamiae</i>	--/--1A	None	Found in coastal salt marshes.
Many-stemmed dudleya <i>Dudleya multicaulis</i>	--/--1B	None	Found in openings in sage scrub and valley grasslands.
Braunton's milk-vetch <i>Astragalus brauntonii</i>	FE/--1B	None	It typically appears following a chaparral fire or other form of mechanical disturbance and persists several years before senescing or becoming crowded out by developing vegetation.
Coastal dunes milk-vetch <i>Astragalus tener</i> var. <i>titi</i>	FE/SE/1B	None	Found in coastal dune complexes in southern California.
Round-leaved filaree <i>California macrophyllum</i>	--/--1B	None	Found in open habitat with friable clay soils in valley and foothill grasslands and foothill woodlands up to 3,900 feet in elevation.
Prostrate navarretia <i>Navarretia prostrata</i>	--/--1B	None	Found in vernal pools.
Mesa horkelia <i>Horkelia cuneata</i> ssp. <i>puberula</i>	--/--1B	None	Found in coastal scrub and pine woodlands.
Plummer's mariposa lily <i>Calochortus plummerae</i>	--/--1B	None	Found in rocky chaparral and coastal sage scrub.
Coulter's goldfields <i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	--/--1B	None	Found in tidal marsh areas.
Spreading navarretia <i>Navarretia fossalis</i>	FT/--1B	None	Found in vernal pools.
California Orcutt grass <i>Orcuttia californica</i>	FE/SE/1B	None	Found in vernal pools.
Animals			
Burrowing owl <i>Athene cunicularia</i>	--/SC/--	None	Found in a variety of habitats that contain ground squirrels, including open, dry grasslands, and deserts.

**TABLE 2.3 (CONT.)
SPECIAL-STATUS SPECIES AND NATURAL COMMUNITY OCCURRENCE AT AND WITHIN
THE VICINITY OF THE SITE**

Species	Listing Status (USFWS/CDFG/ CNPS)	Likelihood of Occurrence	Comments
Southwestern willow flycatcher <i>Empidonax traillii extimus</i>	FE/SE/--	None	Found in riparian areas with willows.
Coastal California gnatcatcher <i>Polioptila californica californica</i>	FT/SC/--	None	Found in coastal scrub.
Pallid bat <i>Antrozous pallidus</i>	--/SC/--	None	Found in rocky, mountainous areas and near water. They are also found over more open, sparsely vegetated grasslands, and they seem to prefer to forage in the open.
Western mastiff bat <i>Eumops perotis californicus</i>	--/SC/--	None	Found in low elevations in the coastal basins of southern California. They appear to favor rugged, rocky areas where suitable crevices are available for day-roosts.
Big free -tailed bat <i>Nyctinomops macrotis</i>	--/SC/--	None	Found in rocky country, where it roosts in crevices high up on cliff faces, but has been found within buildings.
South coast marsh vole <i>Microtus californicus stephensi</i>	--/SC/--	None	Found in coastal marshes.
American badger <i>Taxidea taxus</i>	--/SC/--	None	Badgers prefer to live in dry, open grasslands, fields, and pastures. They are found from high alpine meadows to sea level.
Coast (San Diego) horned lizard <i>Phrynosoma coronatum</i> (blainvillii population)	--/SC/--	None	Found in areas with abundant, open vegetation such as chaparral or coastal scrub.
Busck's gallmoth <i>Carolella busckana</i>	--/--/--	None	Found in coastal sand dunes.
Natural Communities			
Southern Sycamore Alder Riparian Woodland	CNDDDB	None	Not present at the site.
California Walnut Woodland	CNDDDB	None	Not present at the site.

Status Codes:**Federal (USFWS)**

FE = federally endangered

FT = federally threatened

State (CDFG)

SE = state endangered

SC = state species of special concern

CNDDDB = Tracked by the CNDDDB, but with no other special regulatory or management status

CNPS

1A = Plants presumed extinct in California

1B = plants rare, threatened, or endangered in the state and elsewhere

SOURCES: CNDDDB, 2006; Skinner and Pavik, 1986.

There are several mature trees, as well as natural and ornamental vegetation, located throughout the site. Construction activities would include landscape and irrigation systems replacement, and replanting of existing vegetation with native / drought tolerant species. In addition, select mature

trees would be removed and replanted due to poor health. As discussed in Response D.e) below, the proposed project does not contain native oak trees that would be protected under the Los Angeles County Oak Tree Ordinance. Therefore, the proposed project would not conflict with the applicable tree preservation policy/ordinance, and impacts would be less than significant.

However, tree removal activities have potential to disturb nesting birds if they occur. Due to the urbanized character of the area, raptor nesting and foraging as well as bat roosting and foraging would likely not occur because raptors and bats generally require sufficient open space areas for these purposes. If construction activities were to cause the direct mortality or indirectly affect (e.g., tree removal, construction noise, and dust causing nest abandonment) non-status nesting migratory birds, this would be a violation of the federal Migratory Bird Treaty Act (MBTA).

Though variable, the typical nesting season occurs between the months of February to August each year. Construction activities would occur from August 2007 to March 2008. As such, potential impacts could potentially occur during project construction if nesting birds do exist. During construction, personnel would implement efforts to conform with MBTA requirements. As operations could potentially occur in a manner similar to existing conditions, no significant impacts are anticipated. To assure that MBTA violations do not occur, construction workers would implement the following mitigation measures to determine occupancy status or continuing nest dependency:

Measure BIO-1: *Nesting Migratory Birds and Raptors.*

1. A preconstruction nesting bird survey for all breeding bird species shall be conducted in a manner to assure construction-related mitigation activities can be implemented appropriately.
 2. Surveys shall be conducted within all potential breeding habitat located within 250 feet of the project site.
 3. If construction activities are delayed or are suspended for more than 30 days, after the initial pre-construction survey, an additional nesting bird survey must be conducted per item #1 above, prior to the start or re-initiation of construction-related activities.
 4. If an active nest is located within 250 feet of proposed construction activities, the proponent in consultation with CDFG will determine the appropriate protective measures. This consultation can be made by a conference telephone call, an on-site meeting, or other mutually agreeable means.
- b) Based on a search of both the USGS Hollywood (USGS, 1966) and Inglewood (USGS, 1964) quadrangles, it was determined that the project site contains no blue-line streams. The project footprint is located in an upland area that contains nonnative ornamental trees, shrubs, and ground cover and, therefore, riparian habitat is not present. Riparian habitat is lowland habitat associated with the bed and banks of a river, stream, or wash. The CNDDDB identifies Southern Sycamore Alder Riparian Woodland and California Walnut Woodland as sensitive natural communities tracked by CDFG (see Table 2.3) that could occur within the project's vicinity, but the site does not contain these natural communities

(CDFG, 2006). Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service and there would be no impact.

- c) The proposed project site is not located within an area that possesses the proper vegetation (i.e., a preponderance of hydrophytes or “water-loving” plants), soils (i.e., hydric or waterlogged soils), or hydrologic conditions (i.e., inundated either permanently or periodically or saturated during the growing season of the prevalent vegetation) to be defined a wetland according to the U.S. Army Corps of Engineers’ (USACE) *Wetlands Delineation Manual* (USACE, 1987). Therefore, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means and there would be no impact.
- d) The proposed project site is a park surrounded by residential neighborhoods and is not connected to adjacent open spaces and, therefore, terrestrial wildlife movement to and from the park is severely limited if not completely severed. Additionally, no blue-line streams occur at the site and, therefore, fish movement does not occur within the project footprint. Given the lack of native habitat present within the project footprint, it does not appear to possess the suitable habitat to act as a native wildlife nursery site (also see Response D.a) above. It is possible that migratory birds could utilize the site for nesting purposes. However, with incorporation of *Mitigation Measure BIO-1*, the proposed project would not significantly affect a native wildlife nursery site, if present. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and there would be a less than significant impact.
- e) As discussed in Response D.a) above, the proposed project does not contain native oak trees that would be protected under the Los Angeles County Oak Tree Ordinance. There are no other applicable local policies or ordinances designed to protect biological resources that would constrain development of the site. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There would be no impact.
- f) The proposed project is not located within a federally-adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) or within any other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan at this time and there would be no impact.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
E. CULTURAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Section 15064.5 defines a historic resource as a resource that is included in a local register of historical resources, any object, building, structure, site, area, place, record, or manuscript that the lead agency determines as historically significant.⁴ The project site is located on a disturbed site currently accommodating the Ruben Ingold Park facility. No potentially historic structures or other related resources occur on the site. Therefore, no impacts to historic resources would occur as a result of the proposed project.
- b–d) There are no known archaeological, cultural, or paleontological resources are known to occur on-site. Project plans include grading and slope stabilization activities. On-site soils have been extensively disturbed by past activities at the site. No known archaeological, paleontological resources, unique geologic features or human remains are known to exist at the project site. Any surficial archaeological or paleontological resources which may have existed at one time likely have been previously unearthed or disturbed. The possibility of uncovering archaeological or paleontological resources would be low. In the event of the discovery of any paleontological or archaeological resources compliance with CEQA Guidelines Section 15064.5 would ensure that impacts would be less than significant.

⁴ CEQA Guidelines, CCR, Title 14, Chapter 3, Article 5, §15064.5, 2007.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
F. GEOLOGY, SOILS, AND SEISMICITY—				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?: (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.i) The project site is located within a seismically active region (Southern California). Primary ground rupture or fault rupture is defined as surface displacement, which occurs along the surface of a fault during an earthquake. This particular project site is directly located within the Alquist-Priolo Fault Zone. The closest fault in this zone is the Newport Inglewood Fault located 1500 feet west of the project site and is known to be seismically active. The last surface rupture was a 6.4 magnitude in 1933.⁵ No active faults cross beneath the project site or surrounding area, although a few small fault lines are located in the project vicinity. In addition, the project would not place additional structures or people in an area of an active fault. Thus, the project site would not be expose people or structures to rupture of a known earthquake fault. Impacts would be less than significant.
- a.ii) As mentioned above, the project site is located within the seismically active region of southern California. As with other developments in the region, the project could be

⁵ Southern California Earthquake Data Center. 2007. General Earthquake Information - Newport Inglewood Fault. Website: http://www.data.sceec.org/fault_index/newping.html. Accessed March 3, 2007.

subject to moderate to strong ground shaking during seismic events. However, the project would not result in a substantial increase in on-site employees and visitors to the project site. As such, increased risks to people or property related to strong seismic ground shaking would not occur. Impacts are less than significant.

- a.iii) Liquefaction is a phenomenon where soils lose their strength due to strong seismic shaking and tends to occur in saturated, loose sandy soils with a high groundwater table (50 feet or less below ground surface). According to the Preliminary Geotechnical Study for the proposed project site, groundwater was not encountered at the site; soil borings were taken to the depths of up to approximately 36 feet below the ground surface.⁶ Data showing the depth to groundwater for the closest assumed groundwater well in the area is 170 feet below mean sea level.⁷ The site is not located in an area considered to be a liquefaction zone.⁸ As the site has been operating as a public park facility for several years, issues related to liquefaction are not anticipated to occur. As such, impacts are less than significant.
- a.iv) Landslides typically occur in steep slope areas. A component of the proposed project involves the stabilization of the existing slope along Stocker Street. Specifically, the project proposes the removing and re-compaction of 10,000 cubic yards of earthen material, and constructing a soil key and benching to aid the stabilization of the slope. No substantial change in runoff is expected. The applicant would be required to incorporate BMPs to control water erosion and comply with standard County and Los Angeles Regional Water Quality Control Board requirements to limit erosion during construction. Compliance with these regulations would minimize the potential for landslides during construction operation. Impacts would be less than significant.
- b) As discussed above, the project site includes removing and re-compacting 10,000 cubic yards of material and construction of a soil key and benching. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared by the contractor and the use of BMPs to minimize stormwater pollution runoff would be implemented. With implementation of the BMP requirement impacts resulting from erosion and loss of top soil would be minimal and a less than significant impact would occur.
- c) As indicated in the Geotechnical Study for the proposed project, there is an area where the slope is beginning to show signs of slope failure located between the park and Stocker Street within the study area.⁹ The purposes of implementing the proposed project is to stabilize areas of the slope prone to erosion. As such, project implementation would

⁶ County of Los Angeles Dept. of Public Works Materials, Engineering Division, 2000, Geotechnical Report, Ruben Ingold Park, Windsor Hills, Dated May 25, 2000.

⁷ State Water Resource Control Board. Groundwater Depth Table for Los Angeles County – Well Data for 900430089. website: <http://www.swrcb.ca.gov/rwqcb4/html/programs/ust/doc/Depth%20to%20Groundwater.xls> accessed February 24, 2007.

⁸ California Department of Conservation, Liquefaction Zones, website: <http://gmw.consrv.ca.gov/shmp/MapProcessor.asp?Action=Download&Location=SoCal>, accessed February 15, 2007.

⁹ County of Los Angeles Dept. of Public Works Materials, Engineering Division, 2000, Geotechnical Report, Ruben Ingold Park, Windsor Hills, May 25, 2000.

improve these conditions and stabilize these areas. In addition, as discussed in Response F.a.iii) above, there is no potential liquefaction hazard within project boundary. However, there appears to be a potential for an earthquake-induced landslide. Even so, as provided in Response F.a.i) above, these impacts are considered less than significant. Thus, impacts related to unstable geologic unit or soils would be less than significant.

- d) Based on the Geotechnical Study, there are clay-like soils located between the Ruben Ingold park and Stocker Street in the project area. However, the section containing clay-like soils, which are considered expansive, will be stabilized as part of the proposed project. The current material would be replaced with compacted fill to a proposed maximum slope gradient of 1.5:1 and a subdrain system installed located within the proposed fill.¹⁰ Impacts related to expansive soils would be less than significant.
- e) The Project site is located in an area served by existing sewer infrastructure. Project construction does not include the installation of septic systems or other wastewater disposal systems. No impacts would occur.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
G. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁰ *Ibid.*

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Currently no hazardous waste sites or operations that create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials occur. The proposed project involves trail improvements and slope stabilization, and operations would not involve the handling of hazardous materials. Construction of the project would involve the use of potentially regulated/hazardous materials, including vehicle fuels, oils, and transmission fluids. Construction and operations would not create a significant hazard to the public or environment through the routine transport, storage, and use of hazardous materials. In addition, all potentially hazardous materials used during construction and operation would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with construction or operation would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, impacts would be less than significant.
- b) See Response G.a) above.
- c) The Windsor Hills Magnet School is located south of the project site. However, as discussed in G.a) above, the project would not involve the use of hazardous materials, acutely hazardous materials, substances, or wastes in sufficient quantities to pose a potential hazard. The proposed project would be required to comply with all federal, state, and local rules and regulations for hazardous materials handling to ensure that impacts would be less than significant.
- d) Government Code Section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List, or Hazardous Waste and Substances Sites. The site is not included on the Cortese List and there are no known hazardous materials sites located on or adjacent to the subject property. In addition, proposed site activities would not generate significant amounts of hazardous waste or substances, resulting in a hazard to the public or the environment during future operations. Therefore, impacts would be less than significant.
- e) The project site is not within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the proposed project would not result in any

impacts related to public airport safety hazards for people residing or working in the area. There would be no impact.

- f) There would be no land use changes associated with the proposed project. There are no private airstrips located in close proximity to the project area. Therefore, the project would not result in any impacts related to private airport safety hazards for people residing or working in the area.
- g) The majority of construction activities for the project would be confined to the site. In addition, the construction or operation of the project would not require or result in any modifications to any roadways or other emergency routes that are considered a component of an adopted emergency response plan or emergency evacuation plan. Even though construction equipment and project related vehicles could use the roads area, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur.
- h) Even though there is the potential for wildland fires in the open space lands, the site is irrigated and the naturally occurring dry conditions prone to wildland fires would not be a common occurrence. For local fire related hazards, fire protection services are currently provided to the park area by the local County Fire Departments. The closest fire stations are Station 38, located on 3907 W. 54th Street in Los Angeles (approximately 1.1 miles from the project site) and Station 58, located on 5757 S. Fairfax Avenue in Los Angeles (approximately 1.2 miles from the project site). The proposed project would not increase the potential for wildfires, impact fire protections systems, or expose people to wildfire dangers. Impacts would be less than significant.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
H. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Currently, there are no major sources of water pollution. The proposed project does not include activities that require waste discharge into a water body, storage or handling of harmful substances. Project construction and operation would not violate a water quality standard or waste discharge requirements. The construction and operation of the proposed project would not result in discharges from materials storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery. During construction, any wastewater produced would be disposed of in accordance with applicable regulations. No impacts would occur.
- b) The property is not located in a groundwater recharge area or in an area considered a source of groundwater.¹¹ According to the Preliminary Geotechnical Study for the proposed project site, groundwater was not encountered at the site, and soil borings were taken to the depths of up to approximately 36 feet below the ground surface.¹² The proposed project does not involve a change in land use or new development that would require the use of existing groundwater resources, or result in usage in groundwater

¹¹ <http://geotracker.swrcb.ca.gov/>.

¹² County of Los Angeles Dept. of Public Works Materials, Engineering Division, 2000, Geotechnical Report, Ruben Ingold Park, Windsor Hills, Dated May 25, 2000.

greater than what is compared to the existing conditions. As operation of the proposed project would be similar to the existing conditions, no impacts would occur.

- c) There are no streams or rivers in close vicinity of the proposed project. Construction of the proposed project would involve temporary changes to the existing drainage pattern of the area, but not to levels that would result in the alteration of a stream or river. During construction, the LACDPW would implement BMPs to assure potential impacts from erosion, siltation, or flooding remain less than significant. Operational conditions would be similar to the existing conditions. As such, the proposed project would not alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation on- or off-site. Impacts are less than significant.
- d) See Response H.c) above.
- e) The proposed project would not create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems, nor would the action result in additional sources of polluted runoff. As a result, impacts to drainage systems and runoff are not anticipated. Impacts would be less than significant.
- f) The proposed project does not involve a change in land use as compared to existing conditions. The action therefore would not degrade water quality for the project area. Impacts would be less than significant.
- g) The project property is not located within a 100-year flood hazard area. Additionally, the project area has an elevation of 425 feet above sea level. The project would include park improvements, as such, would not involve placement of housing, or other structures within a 100-year flood hazard area. No impact would occur.
- h) See response H.g) above.
- j) The area is not located near any active or dormant volcano, nor is the area located near the ocean. The site would not be subject to mudflow during operation. The potential for a seiche, tsunami, or mudflow to occur in the annexation area is not likely. Potential impacts are less than significant.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b) The proposed project and surrounding area supports residential, open space, and public facility (e.g. school) land uses. Land uses surrounding the park are zoned residential uses, and development to the east, south and west consist of single-family homes and a Windsor Hills Magnet school. The current land use and zoning assignments for the proposed project site are provided in the *Executive Summary* Figures 1.3 and 1.4. The trail improvements and slope stabilization would not divide an established community as the land uses would not change. The proposed project would not have any significant impacts on the land use policy, plan, or regulation of an agency with jurisdiction over the project. No impact would occur.
- c) The proposed project is not located within an area that is monitored or regulated by a habitat conservation plan or natural community conservation plan. Therefore, there would be no impacts.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
J. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b) The proposed project site has no significant mineral deposits. The proposed project would not cause a loss of availability of a locally-important mineral resource recovery

site delineated on a local general plan, specific plan, or other land use plan. No impacts to mineral resources would occur.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
K. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Construction is anticipated to begin during August 2007 and would occur for approximately eight months. In addition to the slope stabilization, the project includes additional park upgrades to improve the jogging areas and security lighting, for example. Increase in ambient noise levels would result from project construction activities (e.g. construction crew commutes, and use of construction equipment). Operational noise would be similar to current site conditions as noise related sources, such as increased traffic, would be similar to current conditions.

The County Noise Ordinance establishes noise standards for the project area. In addition, the Noise Element addresses noise with respect to general land use compatibility. The County's Noise Element has adopted guidelines based on the community noise compatibility criteria established by the State Department of Health Services (DHS) for use in assessing the compatibility of various land use types with a range of noise levels. Other rating scales have been developed to account for the various effects of noise on people, which include the Equivalent Noise Level (Leq) and the Day Night Noise Level (Ldn). In addition, as the human ear is not equally sensitive to sound at all frequencies, a

special frequency-dependent rating scale has been devised to relate noise to human sensitivity, or the A-weighted decibel scale (dBA).

The County's General Plan Noise Element prohibits the development of new commercial, industrial, or other noise generating land uses adjacent to existing residential dwellings if the operational noise from the new development exceeds 65 dBA CNEL measured at the property line of the residential land use. The Noise Element provides an interior noise standard of 45 dBA CNEL for existing and proposed residential land use. Considering that typical residential structures provide at least 20 to 25 dBA of exterior to interior noise reduction, compliance with the County's noise criteria of 65 dBA would result in noise levels within interior spaces that would be 45 dBA or lower. The Noise Element also addresses the potential impacts associated with construction noise. The Noise Element prohibits construction activities between the hours of 7:00 p.m and 7:00 a.m.

As determined in the Response K.d) below, construction noise impacts to the closest sensitive land use would be less than significant with the implementation of mitigation measures. In addition, project operations would not result in a significant increase in noise levels. As determined in Response K.c). below, noise due to long-term project operations would be less than significant and no mitigations would be required. As such, the proposed project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be less than significant.

- b) Vibration associated with noise, which takes the form of oscillatory motion, can be described in terms of acceleration, velocity, and displacement. Typically, human response to vibration is not significant until the vibration exceeds 70 dB. Project construction would employ conventional activities and the equipment/techniques to be used would not cause excessive ground-borne vibration. No pile driving or tunneling would occur. Although project construction and operation would not generate significant levels of ground-borne vibration or ground-borne noise, minor ground vibration would occur if use of a vibrating roller to compact the soil is required. Even so, vibration would be short term and would not occur at levels considered discernable to the surrounding residences or school. For operations, the facility would continue to operate as a park and would not generate ground-borne vibration. Potential impacts would be less than significant.
- c) The proposed slope stabilization and trail improvements would not result in a permanent increase in ambient noise in the site vicinity above those that currently occurring. Operation of the park improvements would not result in noise levels that exceed applicable significance thresholds (e.g. County's Noise Element or Municipal Code). Project operations are not expected to exceed the County General Plan Noise Element compatibility criterion of 55 dBA CNEL for the property line of sensitive land uses, and therefore would not result in a significant impact. As a result, implementation of the proposed development would not permanently increase ambient noise levels in the area and potential impacts would be less than significant.

- d) The generation of noise associated with project construction would occur on a temporary basis for site preparation and construction activities. Construction activities for the park and slope repair work would require approximately eight months and would result in less than one acre per day of disturbed soil. Construction activities would create noise on a short-term basis from heavy equipment and related construction activities. The operation of heavy equipment during construction would result in temporary increases in noise in the immediate vicinity of the construction site. As shown on **Table 2.4**, average noise levels associated with the use of heavy equipment at construction sites can range from about 78 to 86 dBA, depending upon the types of equipment in operation at any given time and the phase of construction. The majority of the time, construction noise levels at adjacent sensitive locations would be much lower, due to reduced construction activity and the phasing of construction (i.e., construction noise levels at a given location would be reduced as construction activities conclude or move to another more distant location of the site).

TABLE 2.4
AVERAGE NOISE LEVELS FROM CONSTRUCTION ACTIVITIES

Construction Phase	Noise Level (dBA, L_{eq}) ^{a, b}
Excavation	86
Foundations	78
Construction/Finishing	83

^a Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

^b Construction equipment was assumed to be muffled, per LAUSD Best Management Practices.

SOURCE: Bolt, Baranek, and Newman, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically involved. The nearest sensitive receptors are the single-family residential development located immediately north and east of the proposed site, as well as the Windsor Hills Magnet School that is located along the southern portion of the project site. Construction noise impacts to the nearby residents would be avoided between the hours of 7:00 p.m. to 7:00 a.m., as required by the County's noise element.

Construction activities could occur while the Windsor Hills Magnet School is operating. The school is administratively managed by the Los Angeles Unified School District (LAUSD). LAUSD has established noise standards (see **Table 2.5**) to protect students and staff from noise impacts in terms of L_{eq} .¹³ These standards were established based on regulations set forth by Caltrans. LAUSD has indicated that a three dBA L_{dn} increase would represent a permanent increase in ambient noise levels when proposed projected

¹³ LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)*, published May 2004. Board Certified June 8, 2004. p. 3.3-7.

ambient noise levels, or the proposed project ambient noise levels after implementation of the proposed project, would exceed acceptable noise levels as adopted in local agency noise ordinances or general plan goals.¹⁴ LAUSD has also indicated that a substantial temporary noise increase would result from activity that generates noise levels above 75 dBA when measured at a distance of 50 feet when within 500 feet of a sensitive receptor.¹⁵

TABLE 2.5
ACCEPTABLE NOISE LEVELS ESTABLISHED BY LAUSD

Location	L ₁₀ Noise Level	L _{eq} Noise Level
Exterior	70 dBA	67 dBA
Interior	55 dBA	45 dBA

SOURCE: LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)*, published May 2004. Board Certified June 8, 2004, p. 3.3-7.

Due to the type of construction equipment anticipated for use, the highest level of construction noise would be expected to occur during the excavation / slope stabilization phase. As shown on Table 2.4 this phase is anticipated to generate a noise level of approximately 86 dBA at a reference distance of 50 feet from the center of construction activity. As shown by the location of land uses on Figure 1.3 of the Executive Summary, the slope stabilization construction activity would be located 50 feet or more away from sensitive land uses (e.g. the school is over 500 feet from the project site). Using the conservative industry standard sound attenuation rate of 6 dB per doubling of distance for point sources (e.g., construction equipment), the worst-case construction-period noise level of 86 dBA at a distance of 50 feet (cited previously) would be approximately 80 dBA at 100 feet, 74 dBA at 200 feet, and 68 dBA at 400 feet. Considering that typical structures provide at least 20 to 25 dBA of exterior to interior noise reduction, compliance with the LAUSD noise criteria of 45 dBA would result during most phases of construction. As noise impacts during slope stabilization activities could be potentially significant, LACDPW would implement all necessary BMPs to assure significant impacts do not occur to the nearby school if construction occurs while classroom activities are occurring. In addition, the following mitigation measures would be implemented:

Mitigation Measure NOI-1:

- The construction contractor shall require all construction equipment, stationary and mobile, be equipped with properly operating and maintained muffling devices, when necessary.
- The construction contractor shall provide advance notification to adjacent property owners. In addition, notices shall be posted adjacent to the site with regard to the schedule of slope stabilization and major construction activities.

¹⁴ *Ibid.*

¹⁵ *Ibid.*

- Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the existing Windsor Hills Magnet School to discuss construction activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities as feasible.
 - When feasible, the construction contractor shall require stationary construction equipment and vehicle staging areas to be placed such that noise is directed away from sensitive receptors.
- e) The closest airport to the project site is the Los Angeles International Airport, located approximately 7 miles southwest of the project site. Additionally, as provided in Response J.c) above, the project operations would not result in a significant impact to ambient noise levels. The proposed park and slope repair would not expose people working or residing in the project area to excessive noise. No impacts would occur.
- f) There are no private airstrip facilities located within the vicinity of the project site. Additionally, as provided in Response K.e) above, the project would not expose people working or residing in the project area to excessive noise levels. No impacts would occur and no mitigation measures would be required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
L. POPULATION AND HOUSING—Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-c) The proposed project is not a housing project, nor would the proposed project introduce housing into the general area. Furthermore, the proposed project would not displace any existing housing, as the improvements and slope stabilization would be contained to the project site. In addition, there would be no displacement of people and therefore would not need replacement housing. No impacts to population and housing would occur.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
M. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The action would not include additional residential and commercial activities, to be serviced by the County's Fire Department or Sheriff. As such, levels of service for public services would not be impacted beyond acceptable service ratios, response times, or other performance objectives. Consequently, no additional growth is associated with the proposed project and, thus, no new demand for public services would be created by the project. The trail improvements would provide a beneficial impact to parks and recreational facilities. No impact to public services would occur.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
N. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b) The proposed project would not result in increased population growth or generate a new residential population that would increase demand on the neighborhood and regional parks. The proposed project would improve an existing recreational facility, therefore resulting in a beneficial impact to recreational resources. No impact to parks and recreation would occur.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
O. TRANSPORTATION AND TRAFFIC— Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b) The proposed project site is located at 4400 Mt. Vernon Drive in the Baldwin Hills area of southwestern Los Angeles County. The Baldwin Hills Community shares its space with View Park-Windsor Hills and is divided by Stocker Street. The proposed project site is bound by Stocker Street to the west, Mt. Vernon Drive to the east, Windsor Hills Magnet School to the south, and a single-family home to the north (see Figure 1.2 in the Executive Summary). Construction activities would be short term (approximately eight months) and would not result in a substantial increase in traffic as compared to existing conditions. It is anticipated that fewer than 20 employees would be commuting to the site during peak construction. No significant increase in truck traffic is expected as all materials would be stored or stock piled on-site. The proposed project would not generate traffic that may significantly impact, either cumulatively or individually, levels of service (LOS) established by the Los Angeles County Congestion Management Agency or Los Angeles County department of Transportation. Since no substantial change in land use is proposed as a part of the project there would be no increase in traffic volumes that would be apparent to the average driver. Therefore, impacts would be less than significant.
- c) The proposed project is not located in the vicinity of any airport.¹⁶ In addition, since the project is not located near or in the vicinity of any airport the proposed project would not result in significant changes to traffic patterns (roadway or air traffic). Therefore, there is no impact to traffic patterns would occur.
- d) The proposed project does not include any changes to existing roadway network or design features. The project would not have a significant effect on safety hazards as no new traffic design or transportation would occur. No impacts would occur.
- e) Construction of the proposed project would not result in significant changes to emergency access. No substantial change in land use is proposed as a part of the project and as such, no increase in traffic levels that would alter emergency access to the site would occur. Therefore, the project would have no impact on emergency access.
- f) The existing facility does not include the removal of parking facilities or additional parking, but would include a temporary (e.g. eight months) parking increase from construction personnel. The project would not result in an increased need for permanent parking or associated facilities in the area. Therefore the project would not alter the parking demands. The project would have a less than significant effect on parking demand.
- g) The project would not conflict with any adopted plans or policies supporting alternative transportation. The project would have no impact.

¹⁶ Rand McNally & Company, *The Thomas Guide for Los Angeles and Orange Counties*, 2005 Edition.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
P. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project has projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a–g) The proposed project would not alter any service systems or utilities and is not expected to result in a significant physical change or change in land use activities, change in utility or service providers, or major policy changes that would be detrimental to long-term environmental goals. For these reasons, the proposed project would result in no impact.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Q. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>		<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b)	Have impacts that would be individually limited, but cumulatively considerable?: ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The proposed project consists of an upgrade to existing park facilities and does not have the potential to degrade the quality of the environment or substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife species population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal species, or eliminate important examples of the major periods of California history or prehistory. Potential impacts would be less than significant.
- b) The proposed project would not result in any cumulatively considerable impacts that would be potentially significant or that would require mitigation. There are no impacts that would be individually limited, but cumulatively considerable resulting from park improvements. There would be no change in land use designations as part of the project. The potential impact would be less than significant.
- c) The proposed project would not result in a health hazard, and there would be no environmental affects that would adversely affect human beings, either directly or indirectly. The small quantity of regulated materials potentially resulting from construction activities (e.g. used oil, solvents, etc.) would be handled and disposed of in a manner that would comply with all regulatory requirements and potential health risks would be minimal. During operation, the land uses would continue as a recreational facility and no hazards to human health would occur. The potential impact would be less than significant.
- d) The proposed project has no potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. The action is not expected to result in a significant physical change or change in land use activities, change in utility or service providers, or major policy changes that would be detrimental to long-term environmental goals. The potential impact would be less than significant.

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APPENDIX A

Air Quality Worksheets

URBEMIS 2002 For Windows 8.7.0

File Name: \\Lax-file01\esadata\Projects\206xxx\D206454.00 - LA DPW\Task 3 - Ruben Slope Stabil\04 Work
Project Name: Ruben Ingold Slope Stabilization /Park Improvements
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	11.63	77.06	95.28	0.01	13.01	2.99	10.02
TOTALS (lbs/day, mitigated)	11.63	77.06	95.28	0.01	13.01	2.99	10.02

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day,unmitigated)	5.16	34.19	41.43	0.00	1.26	1.26	0.00
TOTALS (lbs/day, mitigated)	5.16	34.19	41.43	0.00	1.26	1.26	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.12	0.00	0.78	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.09	0.05	0.49	0.00	0.05

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.22	0.05	1.27	0.00	0.05

URBEMIS 2002 For Windows 8.7.0

File Name: \\Lax-file01\esadata\Projects\206xxx\206454.00 - LA DPW\Task 3 - Ruben Slope Stabil\04 Work
Project Name: Ruben Ingold Slope Stabilization /Park Improvements
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: August, 2007
Construction Duration: 8
Total Land Use Area to be Developed: 3.55 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	11.53	76.94	92.81	-	2.99	2.99	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.10	0.12	2.47	0.00	0.01	0.00	0.01
Maximum lbs/day	11.63	77.06	95.28	0.00	3.00	2.99	0.01
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	10.00	-	10.00
Off-Road Diesel	9.24	59.00	75.76	-	2.11	2.11	0.00
On-Road Diesel	0.14	3.17	0.53	0.01	0.07	0.06	0.01
Worker Trips	0.05	0.03	0.65	0.00	0.01	0.00	0.01
Maximum lbs/day	9.43	62.20	76.94	0.01	12.19	2.17	10.02
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	11.63	77.06	95.28	0.01	13.01	2.99	10.02
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	5.16	34.19	41.43	-	1.26	1.26	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.16	34.19	41.43	0.00	1.26	1.26	0.00
Max lbs/day all phases	5.16	34.19	41.43	0.00	1.26	1.26	0.00

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Aug '07

Phase 1 Duration: 2 months

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

Miles per round trip set to zero

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Excavators	180	0.580	8.0
1	Off Highway Trucks	417	0.490	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Oct '07

Phase 2 Duration: 3 months

On-Road Truck Travel (VMT): 122

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jan '08

Phase 3 Duration: 3 months

Start Month/Year for SubPhase Building: Jan '08

SubPhase Building Duration: 3 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

Start Month/Year for SubPhase Architectural Coatings: Feb '08

SubPhase Architectural Coatings Duration: 1 months

Start Month/Year for SubPhase Asphalt: Feb '08

SubPhase Asphalt Duration: 1 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.00	0.00	0	0.00
Hearth - No summer emissions					
Landscaping	0.12	0.00	0.78	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.12	0.00	0.78	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
City park	0.09	0.05	0.49	0.00	0.05
TOTAL EMISSIONS (lbs/day)	0.09	0.05	0.49	0.00	0.05

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
City park		1.59 trips/acres	3.55	5.64
Sum of Total Trips				5.64
Total Vehicle Miles Traveled				32.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home- Work	Home- Shop	Home- Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

City park	5.0	2.5	92.5
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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2008.

The operational winter selection item changed from 3 to 2.

The operational summer selection item changed from 8 to 7.

URBEMIS 2002 For Windows 8.7.0

File Name: \\Lax-file01\esadata\Projects\206xxx\D206454.00 - LA DPW\Task 3 - Ruben Slope Stabil\04 Work
Project Name: Ruben Ingold Slope Stabilization /Park Improvements
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	11.63	77.06	95.28	0.01	13.01	2.99	10.02
TOTALS (lbs/day, mitigated)	11.63	77.06	95.28	0.01	13.01	2.99	10.02
*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	5.16	34.19	41.43	0.00	1.26	1.26	0.00
TOTALS (lbs/day, mitigated)	5.16	34.19	41.43	0.00	1.26	1.26	0.00

AREA SOURCE EMISSION ESTIMATES

TOTALS (lbs/day,unmitigated)	ROG	NOx	CO	SO2	PM10
	0.00	0.00	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

TOTALS (lbs/day,unmitigated)	ROG	NOx	CO	SO2	PM10
	0.04	0.07	0.48	0.00	0.05

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

TOTALS (lbs/day,unmitigated)	ROG	NOx	CO	SO2	PM10
	0.04	0.07	0.48	0.00	0.05

URBEMIS 2002 For Windows 8.7.0

File Name: \\Lax-file01\esadata\Projects\206xxx\D206454.00 - LA DPW\Task 3 - Ruben Slope Stabil\04 Work
Project Name: Ruben Ingold Slope Stabilization /Park Improvements
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: August, 2007
Construction Duration: 8
Total Land Use Area to be Developed: 3.55 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	11.53	76.94	92.81	-	2.99	2.99	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.10	0.12	2.47	0.00	0.01	0.00	0.01
Maximum lbs/day	11.63	77.06	95.28	0.00	3.00	2.99	0.01
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	10.00	-	10.00
Off-Road Diesel	9.24	59.00	75.76	-	2.11	2.11	0.00
On-Road Diesel	0.14	3.17	0.53	0.01	0.07	0.06	0.01
Worker Trips	0.05	0.03	0.65	0.00	0.01	0.00	0.01
Maximum lbs/day	9.43	62.20	76.94	0.01	12.19	2.17	10.02
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	11.63	77.06	95.28	0.01	13.01	2.99	10.02
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	5.16	34.19	41.43	-	1.26	1.26	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.16	34.19	41.43	0.00	1.26	1.26	0.00
Max lbs/day all phases	5.16	34.19	41.43	0.00	1.26	1.26	0.00

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Aug '07

Phase 1 Duration: 2 months

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

Miles per round trip set to zero

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Excavators	180	0.580	8.0
1	Off Highway Trucks	417	0.490	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Oct '07

Phase 2 Duration: 3 months

On-Road Truck Travel (VMT): 122

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jan '08

Phase 3 Duration: 3 months

Start Month/Year for SubPhase Building: Jan '08

SubPhase Building Duration: 3 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

Start Month/Year for SubPhase Architectural Coatings: Feb '08

SubPhase Architectural Coatings Duration: 1 months

Start Month/Year for SubPhase Asphalt: Feb '08

SubPhase Asphalt Duration: 1 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.00	0.00	0	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.00	0.00	0.00	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
City park	0.04	0.07	0.48	0.00	0.05
TOTAL EMISSIONS (lbs/day)	0.04	0.07	0.48	0.00	0.05

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
City park		1.59 trips/acres	3.55	5.64
Sum of Total Trips				5.64
Total Vehicle Miles Traveled				32.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home- Work	Home- Shop	Home- Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
City park				5.0	2.5	92.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2008.

The operational winter selection item changed from 3 to 2.

The operational summer selection item changed from 8 to 7.

APPENDIX B

Public Comments Received

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814

(916) 653-6251

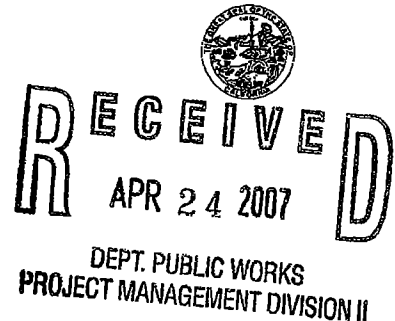
Fax (916) 657-5390

Web Site www.nahc.ca.gove-mail: ds_nahc@pacbell.net

April 17, 2007

Ms. Jennifer Fang

Los Angeles County Department of Public Works

900 S. Fremont Avenue, 5th Floor
Alhambra, CA 91803

Re: SCH#2007031137; CEQA Notice of Completion; Mitigated Negative Declaration Ruben Ingold Slope Stabilization/Trail Improvement Project; Baldwin Hills; Los Angeles County, California

Dear Ms. Feng:

- Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:
- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf>. The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
 - ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
 - ✓ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE).
 - ✓ Lack of surface evidence of archaeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archaeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

✓ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

Native American Contacts
Los Angeles County
April 17, 2007

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230
gtongva@earthlink.net
562-761-6417 - voice
562-920-9449 - fax

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue
Reseda , CA 91335
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandefio
Tataviam
Serrano
Vanyume
Kitanemuk

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007031137; Mitigated Negative Declaration for Ruben Ingold Slope Stabilization/Trail Improvement Project; Los Angeles County Department of Public Works; California.